"America's weekly motorcycle newspaper"

CYCLE NEWS

WEST

Volume XVII : Number 24 : June 25, 1980

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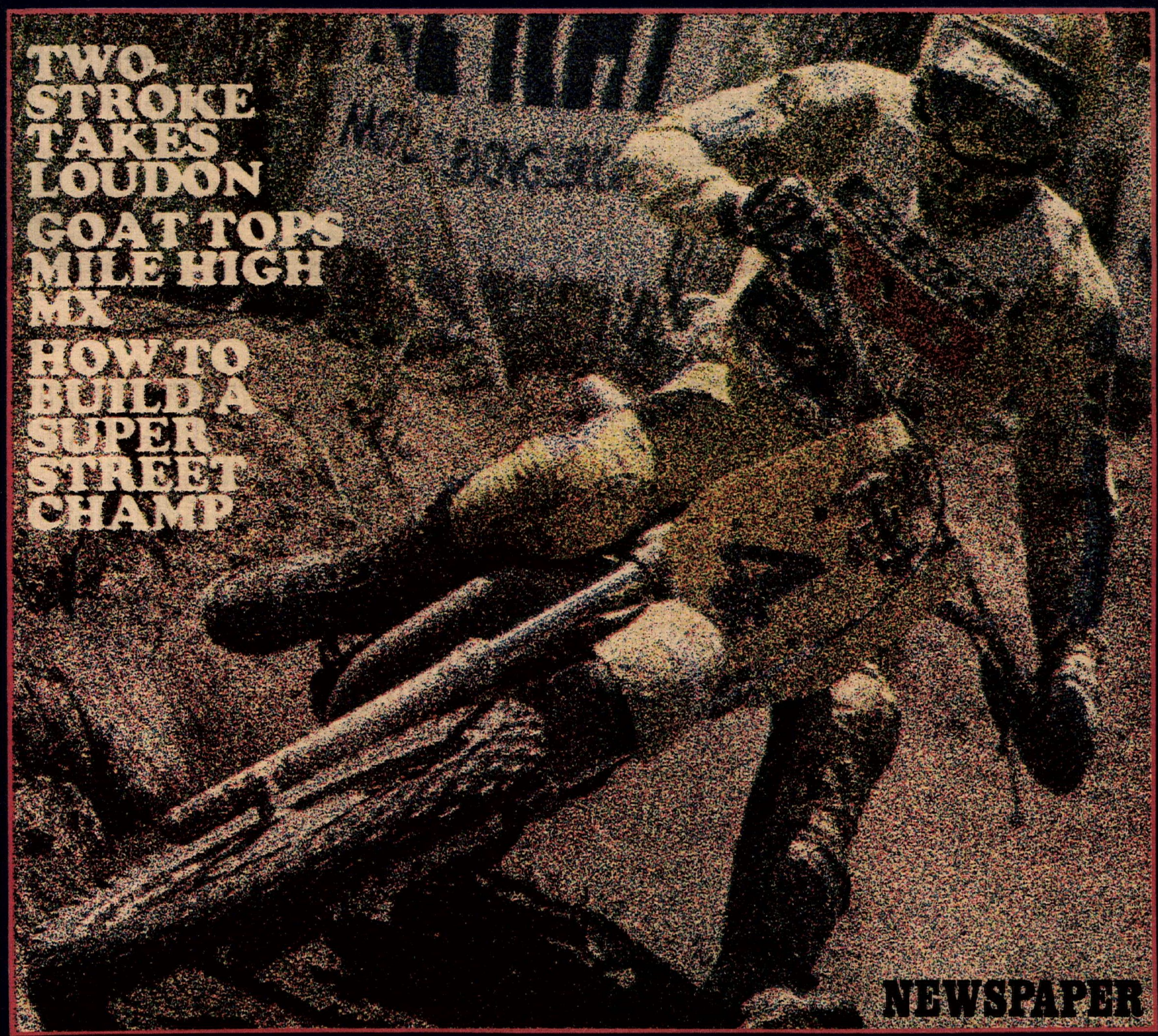
SHOWDOWN at CARLSBAD!

Preview Preview Preview



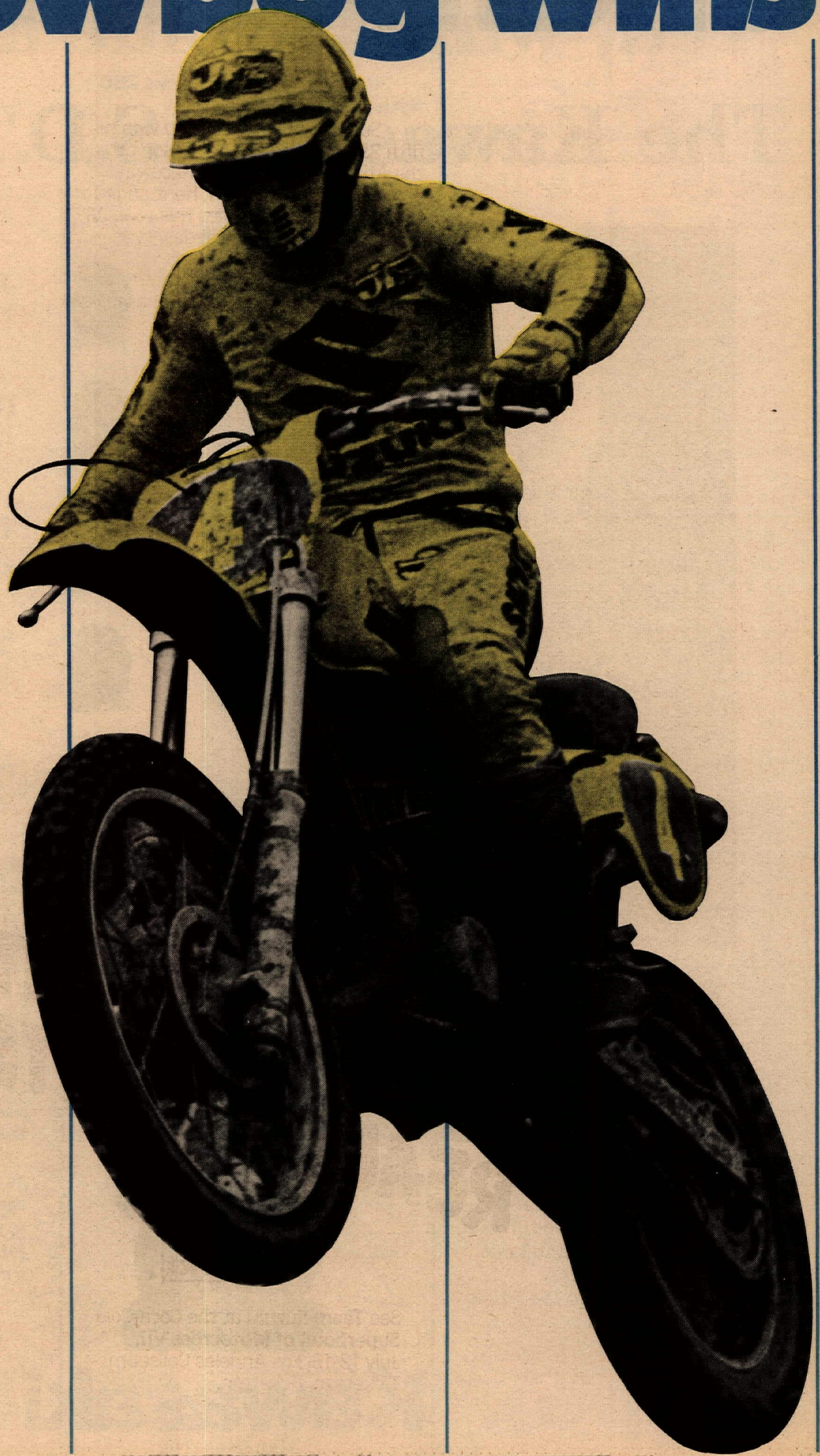
TWO-STROKE TAKES LOUDON

GOAT TOPS MILE HIGH MX

HOW TO BUILD A SUPER STREET CHAMP

NEWSPAPER

Cowboy wins



Championship!

Kent Howerton captures 250 National Title.

Suzuki's favorite cowboy won his fifth 250 National of the season at the Atlanta International Raceway.

Scoring another 1-1, Kent added to his long list of victories this year. All of which add up to a well-deserved 250 title for the Suzuki star.

So here's to the Rhinestone Cowboy. We're proud of you, champ.

SUZUKI 1980. PERFORMANCE THAT REALLY COUNTS.

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See **Team Suzuki** at the Coca-Cola **Superbowl of Motocross VII**, July 12-13, Los Angeles Coliseum. Tickets at Ticketron.

Motorcycle nuts

By Ray Hill

QUESTIONS:

1. A motorcycle engine that displaces 80 cubic inches would, with the metric system, displace:
A. 803cc.
B. 8013cc.
C. 1311cc.
D. 2000cc.

2. By multiplying volts times amps you get:
A. Watts.
B. Ohms.
C. Resistance.

3. In the accompanying drawing, the piston is shown on the:
A. Intake stroke.
B. Back stroke.
C. Exhaust stroke.
D. Power stroke.

4. When changing engine oil, the engine should be shut off when you remove the drain plug, but the engine should be at operating temperature.
A. True. B. False.

5. With a rotary-valve engine, valve lash specs are given in the service manual.
A. True. B. False.

6. If you removed the spark plugs from your multi-cylinder engine and the ceramic insulator around the center electrode in each plug was a light-tan in color, you would conclude that:
A. Air-fuel mixture was spot on.
B. The engine was running too rich.
C. The engine was running too lean.
D. The spark plugs were no good.

7. With conventional breaker-point ignition, a capacitor is connected in parallel with each set of breaker-points.
A. True. B. False.

8. In an ignition coil, there are more primary windings than secondary windings.
A. True. B. False.

9. Look at the accompanying drawing of a clutch assembly from a KZ1000. Now, match 15 of the 23 names given below with the 15 numbers in the drawing.
1. Bolt
2. Needle bearing
3. Spring plate
4. Drive shaft sleeve
5. Universal joint
6. Lockwasher
7. Spring plate pusher
8. Clutch hub
9. Ring gear
10. Steel plate
11. Washer
12. Clutch hub nut
13. Stud
14. Valve
15. Steel ball
16. Friction plate
17. Clutch housing
18. Primary plate
19. Thrust washer
20. Backing plate
21. Clutch spring
22. Throwout bearing
23. Rotor

10. Static balancing is an acceptable method of balancing a motorcycle wheel.
A. True. B. False.

11. A 16 gauge wire is a heavier wire than an 8 gauge wire.
A. True. B. False.

12. Gussets are:
A. Something your grandmother wore.
B. Placed at points of stress on a motorcycle frame to reduce frame flexing.
C. Fit over the positive and negative battery terminals to reduce corrosion.
D. Placed in an electrical circuit to increase resistence.
E. Never talked about in public.

13. A very dirty air filter will make a motorcycle engine run:
A. Leaner than it should.
B. Richer than it should.
C. Backwards.

14. Of the choices given below, with an engine that separates horizontally, the best way to split the cases is with:
A. A hammer and chisel.
B. A screwdriver.
C. A rubber mallet or plastic hammer.
D. A hacksaw.

15. When replacing old spark plugs with new ones, you want to be sure that the replacement plugs are of the correct heat range, thread pitch, and reach.
A. True. B. False.

16. You cannot balance a wheel without removing it from the motorcycle.
A. True. B. False.

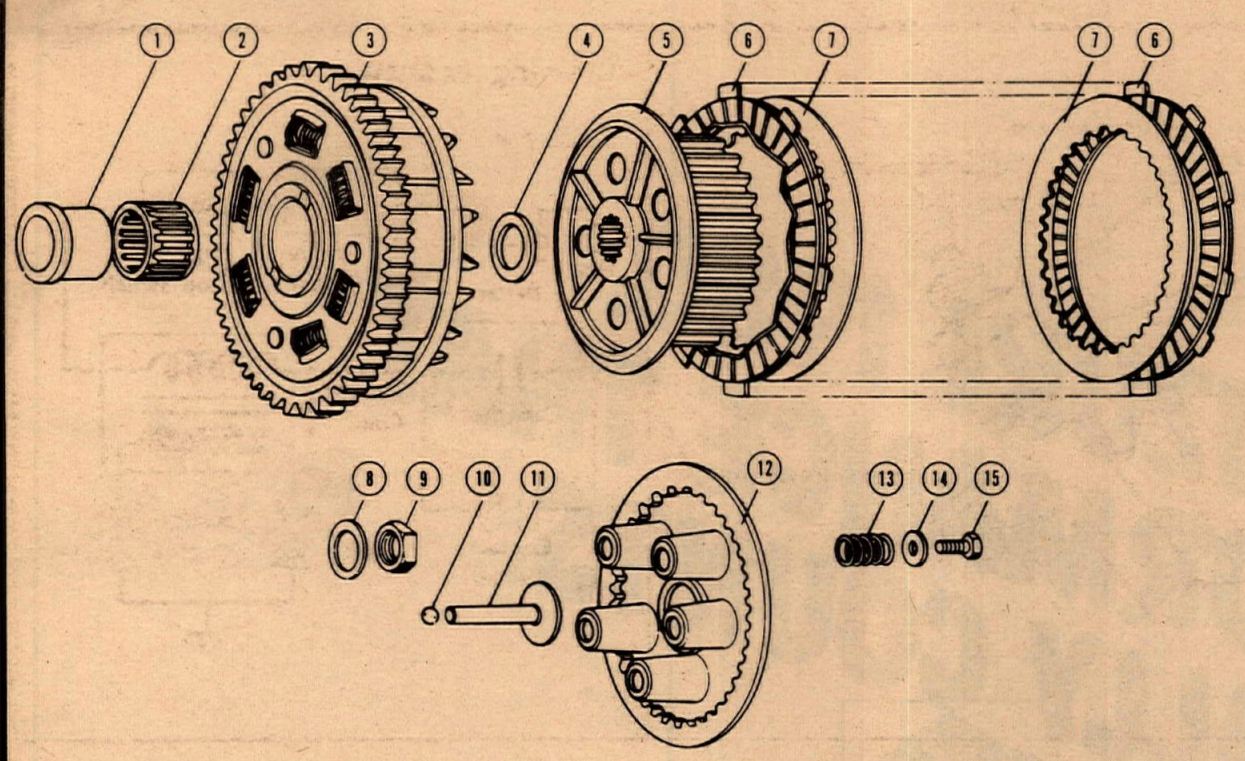
17. Piston ring end-gap is:
A. A nice place to visit, but I wouldn't want to live there.
B. The distance between two or more rings after they are properly installed in the piston.
C. Unimportant.
D. Important.

18. A throttle slide is sometimes called:
A. For the weather report.
B. A throttle valve.
C. Butterfly valve.
D. None of the above.

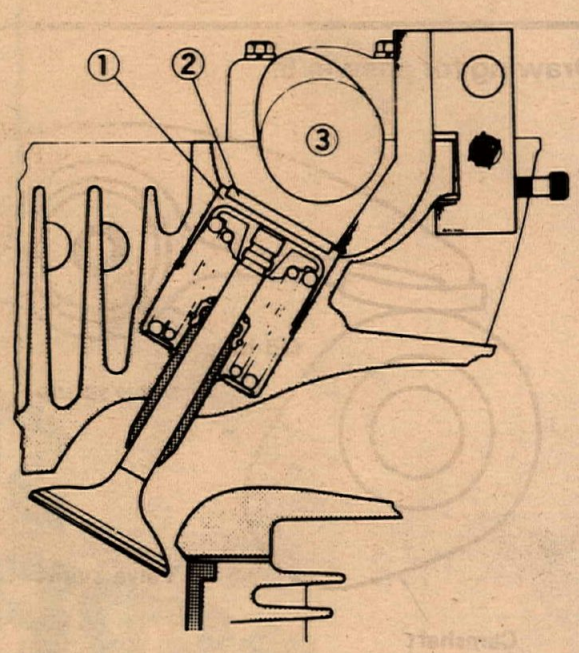
19. In the accompanying drawing, the area between the arrows is known as a spark plug's:
A. Thread pitch.
B. Erroneous zone.
C. Reach.
D. Screw diameter.
E. None of the above.

20. An NGK B7HS spark plug:
A. Is more expensive than a B9HS plug in South Dakota.
B. Has a different thread pitch than a B9HS plug.
C. Is the same thing as B9HS plug.
D. Is hotter than a B9HS plug.
E. There is no such thing as B7HS plug, dummy.

Drawing for question 9.

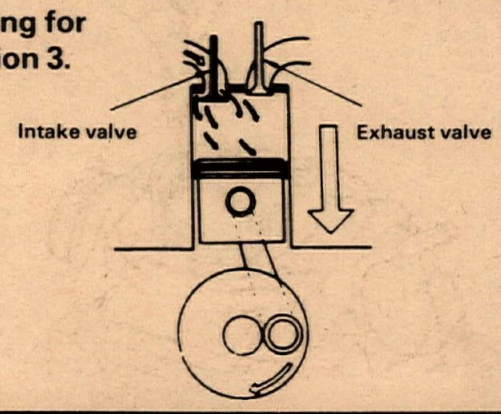


Drawing for answer 5.

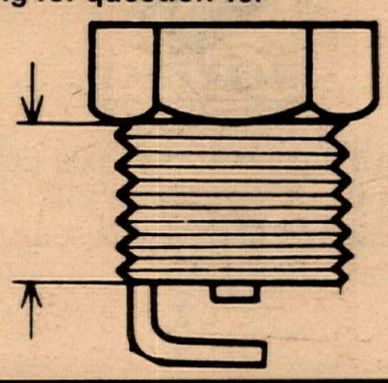


1. Valve Bucket
2. Shim
3. Camshaft

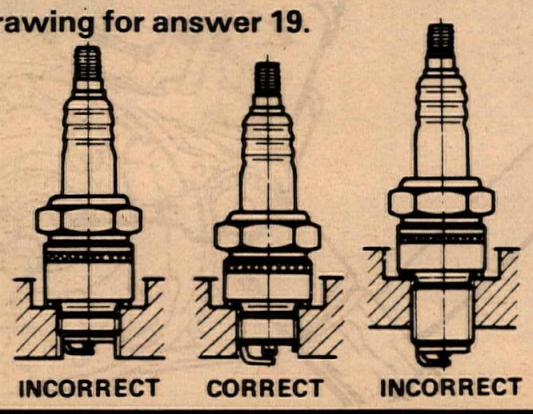
Drawing for question 3.



Drawing for question 19.



Drawing for answer 19.



- and - bolts quiz

ANSWERS:

1. C. 1311cc.

2. A. Watts.

3. A. Intake stroke.

4. True.

When the engine oil is at operating temperature, dirt, grit, sludge, and other unmentionables are in suspension. When you remove the drain plug to let the oil out, the foreign particles in suspension flow out with the oil. If the oil is drained when the engine is cold, foreign particles settle in the bottom of the engine and in other nooks and crannies, and you leave a lot more dirt inside than you would if you drained the oil while it was still hot.

5. False.

A rotary valve is found on two-stroke engines and has no valve lash specs.

Valve lash refers to the clearance between the tip of the valve stem and the tip of the adjusting screw on four-stroke engines. This is on four-stroke engines with rocker arms (see accompanying drawing).

Many four-stroke engines do not use rocker arms. Instead a bucket rests over the tip of the valve. In this case the camshaft lobe pushes against the bucket. Valve lash with this type of system is adjusted by shims which fit under or on top of the bucket.

Valve lash on some engines, such as Honda's CB 650, may be checked by inserting the feeler gauge between the camshaft lobe and rocker arm slipper.

6. Air-fuel mixture was spot on.

Reading a spark plug is an art. Even if you don't know what you're looking at, if you stare at a spark plug long enough and say nothing, onlookers will think you know what you're doing.

But it does help to understand what the spark plug is telling you.

Let's say, for example, you decide to road race your street scooter. You remove the top of the air box and the air filter to get more air inside the engine, and hopefully some more top end so you can blow those other nerds in the weeds.

You'll have to go to bigger main jets. But how big?

Going out and taking a hot lap, then pulling in the pits and looking at the spark plugs will tell you (if you seize before you make it back to the pits, you were too lean). Generally racers start out with jets they know are too rich, then work their way down (to prevent those nasty seizures).

The fundamentals of reading a spark plug are these:

A blistered white ceramic insulator around the center electrode means the fuel mixture is too lean, or the spark plug is of too hot a heat range, or both.

A ceramic insulator that's light tan in color means that air-fuel mixture and spark plug heat range are right on, mamma.

And a ceramic insulator that's covered with a black carbon coating means that the fuel-air mixture is too rich and/or the spark plug is of a heat range that's cold.

7. True.

The capacitor, or condensor, prevents current from arcing across the breaker points when they open. Being wired in parallel, the capacitor absorbs some of the electric current flow when the points first open. This permits a quicker and more defined collapse of the magnetic field produced by the primary winding of the ignition coil. The bottom line is that you get a better spark at the spark plug because of the condensor.

A bad condensor can result in poor engine performance and burned and pitted breaker points, or even in an engine that won't run.

8. False.

9. 1. Drive shaft sleeve
2. Needle bearing
3. Clutch housing
4. Thrust washer
5. Clutch hub
6. Friction plate
7. Steel plate
8. Lockwasher
9. Clutch hub nut
10. Steel ball
11. Spring plate pusher
12. Spring plate
13. Clutch spring
14. Washer
15. Bolt

10. True.

11. False.

12. Placed at points of stress on a motorcycle frame to reduce frame flexing.

13. B. Richer than it should.

If an air filter gets dirty, it reduces the amount of air that can reach the engine, thus upsetting the air-fuel mixture and making it richer.

14. C. A rubber mallet or plastic hammer.

15. True.

16. False.

Although desirable, it is not necessary to remove a wheel from the motorcycle to balance it, as long as the wheel is level and can spring freely. That means there must be no brake drag, or any other drag exerted on the wheel.

17. D. Important.

Piston ring end-gap is the distance between the two ends of a piston ring when it's installed in the piston and in the cylinder. Too much end-gap and excessive blowby will result. If the ring gap is too narrow, the ring can swell out of the groove, break, and damage the cylinder wall.

Ring end-gap is measured before the ring is installed in the piston. To measure it:

Put the ring in the cylinder. Then push it down an inch or so with the piston, so that the ring is level in the cylinder. Then check the end-gap with a feeler gauge and check it against service manual specs.

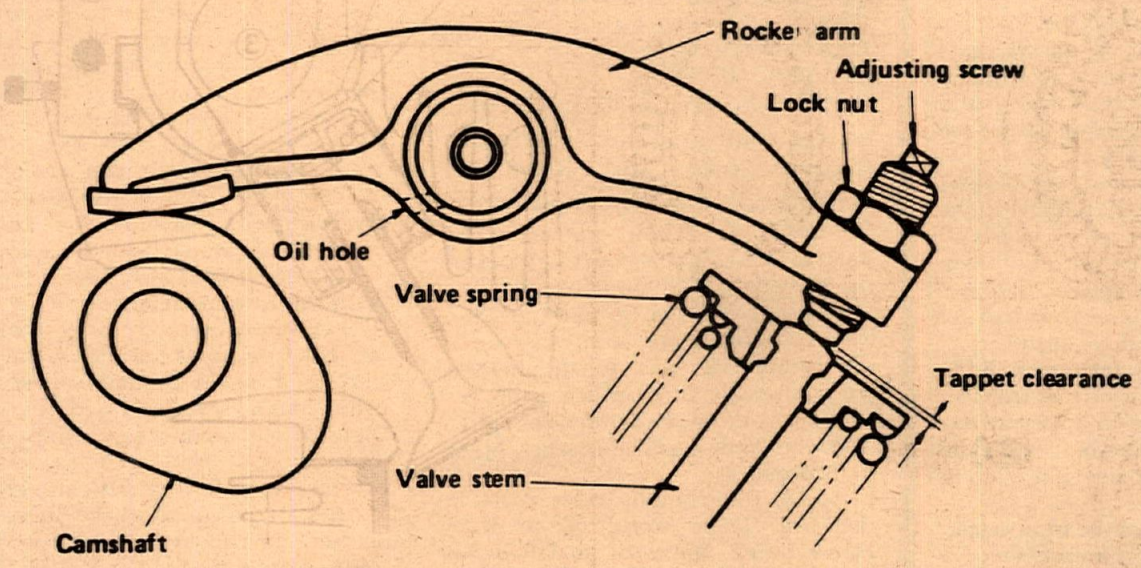
18. B. Throttle valve.

19. C. Reach.

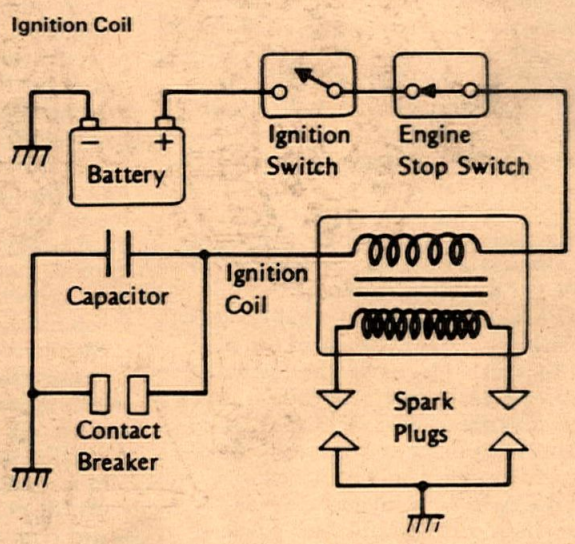
Correct reach is important. If the plug is too short, carbon can build up in the spark plug hole's threads, and combustion won't be as efficient as it should be. If the plug is too long, it can extend past the spark plug hole's threads into the combustion chamber. Even if the piston doesn't bang into the electrodes, carbon can build up on the spark plug threads, which can cause preignition and other bad things.

20. D. Is hotter than a B9HS plug.

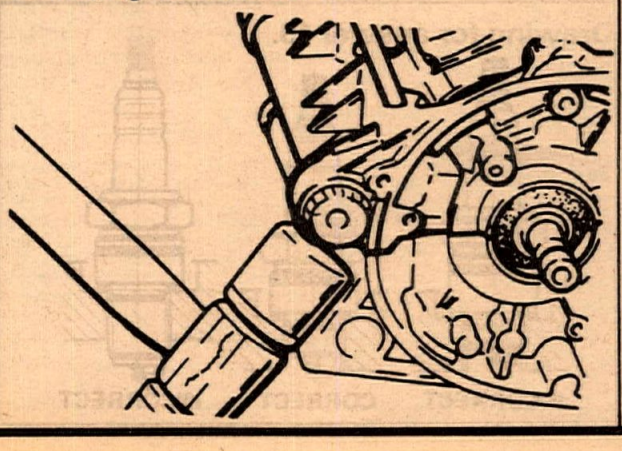
Drawing for answer 5.



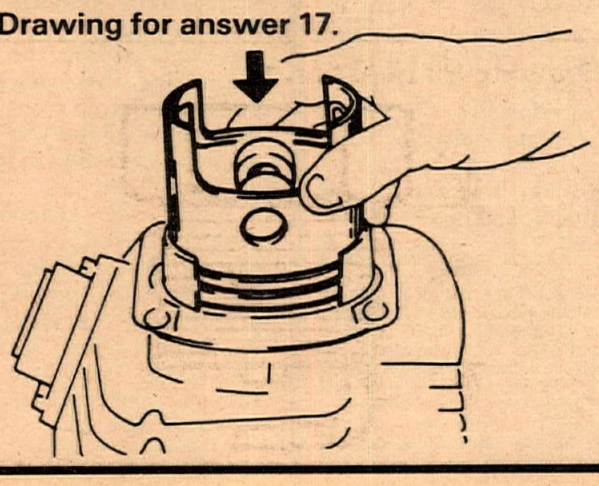
Drawing for answer 7.

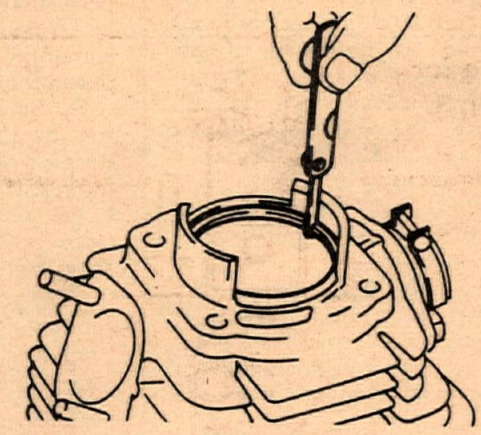


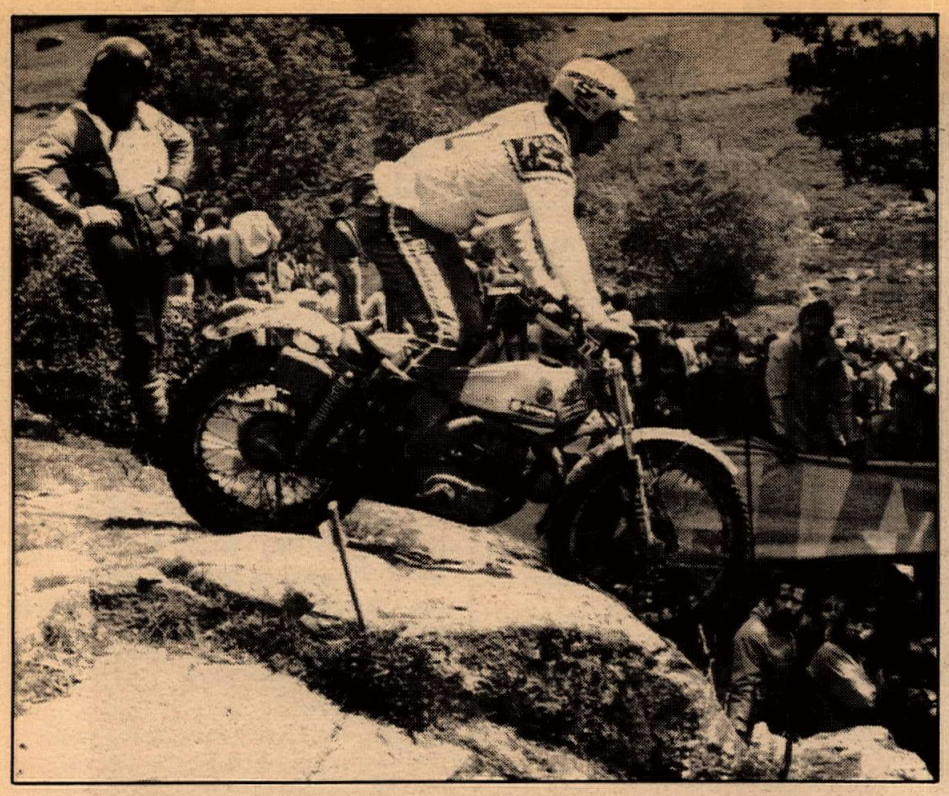
Drawing for answer 14.



Drawing for answer 17.







Bernie Schreiber's French win put him within nine points of the series lead.

World Championship Observed Trials Series: Round Six

Schreiber back on form in France

By Mike Rapley

LIMOGES, FRANCE, JUNE 1

Worried about his recent lack of form, World Champion Bernie Schreiber kept off bikes for a full week before the sixth round of the title chase, and came back with a blistering win that annihilated the opposition.

The rest, together with his new Italjet contract, boosted the confidence of the American to such an extent that he put together a superb ride which left others staggering in his wake. In doing so, blew open the championship which many thought was already a forgone conclusion in Swede Ulf Karlson's favor.

The usually consistent Karlson was left languishing at the back of the field and his tenth place, by far his worst ride of the year, only gives him a nine point advantage over Schreiber, who in turn is just one mark ahead of three times champion Yrjo Vesterinen.

Limoges in Central France was the venue for another titanic battle where, in the rolling hills, huge granite outcrop sections faced the 60 starters.

The organizing club drastically overestimated the capabilities of the contenders with sections that bordered on the insane. An indication of just how stupid they were can be had from British Champion Malcolm Rathmell's first lap score. He lost 79 marks from a possible 90, yet still finished the day in 13th place.

While the huge granite steps, fearsome drops and tight turns, defeated most of the entry, Schreiber was in his element. Never happy with sections that are straight, Schreiber jinked, flipped and blasted his way up sheer six foot steps and down 20 foot drops to roars of applause from the massive crowds.

Right from the opening lap of the three lap, 18 section trial, Schreiber had the advantage. He completed his opening tour, some 10 marks better than former French champ Christian Desnoyers, and after two laps was the only rider with a score still in double figures.

As the world's stars sprawled on the rocks, rescuing damaged machines from holes and crevices that Schreiber was miraculously clearing, the challenge to Schreiber's supremacy changed. Desnoyers fell back and it was another ex-champion who took over, this time Charles Coutard. But on the final lap it was his turn to suffer and three different nationalities took over, Spain's Manuel Soler, Finland's Vesterinen and Belgium's Eddy Lejeune.

For these three stars, the first lap had proved grueling, yet all managed to get their acts together and finished behind Schreiber in that order, and together with Karlson made up the top five trials riders in the world.

Britain's regular trio of rock bashers had disastrous days. Lampkin was so fed up that he threatened to pack it all in, Rathmell, travelling with Lampkin agreed, and Rob Shepherd had two rear wheel punctures, and had to finish his third lap with a flat tire.

Shepherd's Honda teammate Eddy Lejeune also had his share of troubles smashing his gas tank in a spectacular tumble on the second lap, the time penalties he lost repairing it costing him second place.

At the conclusion of the most stupid world trial yet, the organizers faced a barrage of moans from disgruntled competitors. However, nothing could detract from Schreiber's sparkling performance. Bernie said "I want to be 10 points ahead of the rest by the end of the Italian round in July if I am to win the title again."

On Sunday's performance he could well do that, and the only cloud on Bernie's horizon in France was lack of money. There is no prospect of any bonus from Bultaco, and no check due from Italjet -- yet! •

Results

1. Bernie Schreiber (Bul) 147.6 marks; 2. Manuel Soler (Bul) 162.2; 3. Yrjo Vesterinen (Mon) 171; 4. Eddy Lejeune (Hon) 173; 5. Gilles Burgat (SWM) 174.8; 6. Charles Coutard (SWM) 178.2; 7. Christian Desnoyers (SWM) 179.6; 8. Fred Michaud (Oss) 183; 9. Jaime Subira (Fan) 185.2; 10. Ulf Karlson (Mon) 185.4.

World Championship Point Standings: 1. Ulf Karlson (60); 2. Bernie Schreiber (51); 3. Yrjo Vesterinen (50); 4. Eddy Lejeune (42); 5. Manuel Soler (35); 6. Malcolm Rathmell (28); 7. Martin Lampkin (28); 8. Rob Shepherd (21); 9. Toni Gorgot (16); 10. Mick Andrews (15).

Dimitar Rangelov leads Belgian 250cc MXGP winner Georges Jobe.

World Championship 250cc MX Series: Round four

Belgian Jobe snares home country win

By Alex Hodgkinson
Photos by Jack Burnicle

MARCHE EN FAMENNE, BELGIUM, JUNE 1

While their rivals crashed out of at least one race each, Belgians Georges Jobe and Raymond Boven took a 1-2 in their home GP on a far from typical grassy Belgian track in the fourth round of the 250cc World Championship.

Nineteen-year-old Suzuki star Jobe took 15 points from both races while his compatriot was fourth highest scorer in each, but neither could get anywhere near another youngster from the land-of-all-the-talents, Marc Velkeneers.

At 18, the Yamaha rider is set to take the 125cc world crown from Harry Everts, but with no GP in his own class he joined in with the 250cc men and won the first race by seven seconds. His tactics were considered somewhat doubtful by the International Jury, however, and he was excluded from the start line of the second leg after knocking teammate Jan Kristoffersen from his machine as they disputed the first race lead. His employers weren't too happy about the incident either!

While the Belgians found no problems with the greasy going, championship leader Jaroslav Falta saw his narrow points lead evaporate in a first race excursion. He came back for second place behind Jobe after displacing Boven and Dimitar Rangelov in the closing stages to stay second in the table.

Velkeneers apart, Jobe's main problem came from Gennady Moiseev in the first race after Kristoffersen had been dumped into the ropes by his teammate. After a dismal display in the previous GPs, the Russian looked more like his old self as he led Jobe until the penultimate lap, but he ended the day level with Falta after a trip to earth. Moiseev's change of fortunes could well be attributed to the use of a rear tire bought from Boven with bottles of champagne to replace his ineffective Barums provided by the state.

Team-mate Vladimir Kavinov failed to finish either race and was joined in this category by the German Honda duo of Fritz Kobele and Rolf Dieffenbach.

Two punctures put Dieffenbach out of leaderboard placings and Kobele met a similar fate in the second leg, having gone out of the first in a collision with Kavinov and another luckless star, Jean Claude Lacquaye.

Having once again had to plead with the International Jury for a ride, Jim Pomeroy crashed twice, snapping off his front brake lever in the first race and again damaging the bike when parting company with his works Beta in the second race whilst lying third.

Pomeroy is having difficulty getting entries after contesting the 500cc GPs earlier in the year and has been refused an entry for the British GP at Hawkstone Park, the next round in western Europe after the troupe travel to Poland and Russia.

Briton Billy Aldridge, riding a standard Suzuki, scored his first World Championship points with sixth place in the first moto and hopes to arrange a bike for the American GP at Unadilla in July. •

Results

1. Georges Jobe (Suz) 1-1; 2. Raymond Boven (Hus) 4-4; 3. Gennady Moiseev (CZ) 2-*; 4. Jaroslav Falta (CZ) *-2; 5. Jan Kristoffersen (Yam) 5-5; 6. Patrick Fura (Hus) 3-*; 7. Dimitar Rangelov (Hus) *-3; 8. Jean Paul Mingels (Yam) 7-9; 9. Billy Aldridge (Suz) 6-*; 10. Magnus Nyberg (KTM) *-6; 11. Matti Tarkkonen (Yam) *-7; 12. Heinz Kinigadner (Puc) 8-*; 13. Erkki Sundstrom (Hus) *-8; 14. Patrick Boniface (KTm) 9-*; 15. Kees Van der Ven (Mai) 10-*; 16. Lars Nicklasson (Hus) *-10.

* Denotes placing outside top 10.

World Championship Point Standings: 1. Jobe (76); 2. Falta (59); 3. Boven (55); 4. Rangelov (47); 5. Fritz Kobele (46); 6. Neil Hudson (31); 7. Rolf Dieffenbach (31); 8. Fura (22); 9. Jean Claude Lacquaye (21); 10. (TIE) Mingels/Moiseev/Kavinov (18).

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Will this be Bad Brad's year to win at Carlsbad? The oddsmakers say yes!

Robert to Wolsink; 10 years of great racing

By Suzie Mann

This year marks the 10th anniversary of the 500cc United States Grand Prix at Carlsbad, CA, which has grown to be the richest motocross race in the *world*! Contingency monies, added to the $30,000 purse, make the race worth close to $50,000. In addition to being the world's richest motocross, Carlsbad is one of the most exciting and arguably the most prestigious motocross race in America. It is also the only major motocross race in this country which has not been won by an American racer. World Champion title contender Brad Lackey, Danny LaPorte, Chuck Sun and Rick Burgett lead the contingent of American riders vying to end the domination of the USGP by European racers. What better year to do it than the 10th anniversary.

In 1970 Carlsbad became one of the events on the American Motorcycle (now Motorcyclist) Association's new Trans-AMA motocross series. The race that year was for 250cc machines and was won by the legendary six-time 250cc World MX Champion, Joel Robert on a Suzuki. Gary Bailey, on a Bultaco, was the highest placing American in 1970. He was ninth overall.

Following the 1970 event, the promotors, Englishmen Gavin Trippe and Bruce Cox decided to make the Carlsbad race a World Championship. In 1971 they applied (through the AMA) to the Federation International Motocyclist for World Championship status for the Carlsbad race. The FIM controls the sanctions for international motorcycle races throughout the world. The sanction for a World Championship race was granted pending the fulfillment of running an approved (by several FIM observers) International 500cc motocross race for the mandatory two consecutive years prior to the first full points-paying Grand Prix race. Carlsbad remained part of the Trans-AMA series for 1971 and 1972 as it moved toward full Championship status.

Suzuki star, Belgian Sylvain Geboers won the first 500cc USGP in 1971, while Brad Lackey, the somewhat wild, teenage, rising star of American motocross posted an unprecedented (for those days) fourth place overall on his CZ to claim best American of the meet.

By 1972 American motocross was really booming; we had our own series of races to determine 500cc and 250cc National Champions and Carlsbad was gaining in importance and prestige. Team Maico rider Ake Jonsson, who dominated the Trans-AMA series in 1972 with an unprecendented nine straight victories, picked up his fifth straight win of the series at Carlsbad (which was the seventh event in the 11 race Trans-AMA series that year). The new U.S. National 500cc Motocross Champion for 1972, Brad Lackey, again took best American honors at Carlsbad with a sixth overall. Lackey had switched to Kawasaki at the end of the U.S. National series and rode the "mean, green machine" to place sixth behind Jonsson, reigning 500cc World Champion, Roger DeCoster, Heikki Mikkola, Hans Maisch and Arne Kring.

Many of the over 40,000 spectators at Carlsbad on June 24, 1973, who came to see riders from 11 different nations battle for the honor of winning the first Hang Ten U.S. Motocross Grand Prix, were hopeful of seeing an American rider win this most prestigious race. There was, however, something more important than direct prize money at stake for the European riders at Carlsbad in 1973 — World Championship points! Realistic observers of World Championship competition felt that most of the spectators would be amazed to see how fast the European riders were when something more important to them than money was at stake. American motocrossers were getting better every year but they were not yet fast enough (nor were many of them yet into the endurance training the Europeans maintained) to challenge the Europeans when it came down to some serious racing. The points at stake made all the difference.

The spectators got their money's (as they always do at Carlsbad) as Willi Bauer, Roger DeCoster and John Banks battled it out in the first moto before finishing in that order. The stage was set for the second moto confrontation between Bauer — who is now tragically paralyzed after a race crash in Europe — and then current and two-time World Champ DeCoster. Bauer and DeCoster, the most popular European motocross rider in America, battled for most of the 1973 season with DeCoster getting the nod for the championship at the end of the year by a mere two points. Unfortunately, DeCoster broke a rear shock halfway through the second moto and was forced to retire. Bauer went on to win the second moto and the race overall ahead of Yamaha's Jack Van Velthoven and British BSA rider John Banks.

For the third year in a row, Brad Lackey was the best American rider, taking eighth overall — his best finish to date in World Championship competition which he was contesting for the first time in 1973 on the only Kawasaki in 500cc World Championship competition.

Gerrit Wolsink, the amazing Dutch dentist and one of the few college graduates in World Championship motocross competition, made the switch to Suzuki in 1974 and began his four year straight domination of the USGP.

Hopes of seeing an American win the race overall were high after qualifying times were posted as Brad Lackey, who had switched to Husqvarna for 1974, posted the fastest time overall by one tenth of a second. Following a bad start in the first moto Lackey worked his way up to fifth but had wheel problems in the second moto, had to retire from the race and ended up a disappointed ninth overall for the day. Top American honors for the race went to Pierre Karsmakers on a Yamaha in fifth overall.

Andre Malherbe (6), the series leader riding the Alan Hahn tuned works Honda is the strongest European contender, but don't forget five-time USGP winner Gerrit Wolsink (center)! Mike Bell (24) could have been the first American winner in '79 but heat exhaustion got him. Neither Mike nor reigning World Champ Graham Noyce (5) will compete this year. Mike's entered in the 250cc class; Noyce broke his leg only two weeks before Carlsbad.

The 1974 Carlsbad race certainly had the most spectacular finish ever when Wolsink (who finished second to DeCoster in the first moto), being pushed hard for the lead on the last lap of the second moto by Heikki Mikkola, charged out of the last corner toward the checkered flag, hit a bump, ran up the side of the bank and crashed across the finish line a split second before Mikkola swept by for second!

DeCoster, hampered by minor problems, finished a disappointed third in the second moto for second overall; Mikkola was third and Jim Weinert finished seventh overall.

Heikki Mikkola had snatched the Championship from DeCoster in 1974 and was leading the points going into Carlsbad for the 1975 race. DeCoster's infamous "Carlsbad luck" struck again in the second moto when mechanical gremlins dropped him to ninth after he had won the first moto ahead of Brad Lackey (who was enjoying his best GP season to date) and Gerrit Wolsink (whose luck at Carlsbad has been as good as DeCoster's has been bad). "Rocket Rex" Staten surprised the crowd by leading the first two thirds of the race, then hanging in there for second after a motor mount broke, causing the engine to vibrate. Staten killed the engine on the final lap, and lost two positions in the process.

Hope of an American win was squashed in the second moto when Lackey's Husqvarna broke, causing him to retire from the race. Wolsink moved up to take the win in the moto and for the second year, the overall victory.

In 1975 American riders proved they were becoming a force to reckoned with by the European riders, especially on their home ground at Carlsbad. Jim Weinert finished fifth overall behind Wolsink, DeCoster, Karsmakers and Mikkola and headed a solid group of American riders who filled all the positions from fifth to 15th overall!

In 1976 the "Flying Dutchman," Gerrit Wolsink was virtually untouchable at Carlsbad, taking both motos by wide margins and leading all but one lap of the day! "I had a perfect day. I didn't make any mistakes. It was just one of those days when nothing goes wrong," he smiled after the race.

Brad Lackey came back fighting, after a hard crash on the second lap of the first moto, to post the best ever American finish at Carlsbad, second overall, with a seventh in the first moto and a third in the second moto.

Wolsink's incredible run of luck continued at the 1977 Carlsbad race which he won by 15 seconds over Mikkola after the two tied on combined moto scores and the tie was broken by totaling the times for both motos! Ironically, Mikkola scored one more GP point than Wolsink did for the day, and many people left the track feeling that Mikkola had won the race.

Team Honda's Jim Pomeroy won the first moto ahead of Roger DeCoster, but was forced to retire after a first turn crash in the second moto. "Bad Brad" Lackey was leading the second moto with DeCoster right on his tail, when he crashed at the bottom of one of the short, steep downhills, leaving DeCoster no place to go. DeCoste hit Lackey's Honda, bent the forks on his Suzuki and retired from the race one lap later. Lackey got up to finish fourth for third overall for the day. DeCoster's "Carlsbad Jinx" had struck again.

Heikki Mikkola stopped Wolsink's win streak at Carlsbad in 1978. Herbert Schmitz was second overall on a Maico and Mike Bell, who won the 250cc Support race at Carlsbad in 1977, took best American honors with third overall on his Yamaha. American riders Rick Burgett (Yam) Gary Semics (C-A), Tommy Croft (Hon) and Frank Stacy (KTM) filled fourth through seventh overall positions while Brad Lackey was relegated to ninth overall after breaking the chain guide mount on his Honda and retiring in the first moto. Lackey came back to battle Mikkola in the second moto and finished second to gain his ninth overall position.

The 1979 Bel-Ray USGP race will be remembered by riders and spectators alike for the incredible heat. Mike Bell led most of the first moto for America and Team Yamaha until he was forced to retire with heat prostration. All of the riders felt the heat but it was savvy Gerrit Wolsink who returned to take his fifth Carlsbad win in six years. He began drinking water very early in the morning, never pushed any harder than he had to in the race, and though he didn't win a moto he won the day.

This history wouldn't be complete without a quick look behind the scenes at the men, Gavin Trippe, Bruce Cox and Gerard McCaffrey, who promote this spectacular race and some of the things they have had to do through the years to make the USGP the most prestigeous race in this country and the richest motocross in the world.

"The basic idea behind the Grand Prix has been to give the spectators something they can only see once a year", said Bruce Cox. "Gavin goes to the first GP of the year in Europe to sign the riders he feels will be in the top 10 by the time the "circus" gets to Carlsbad, so the fans will be able to watch the "best in the world" competing against the best American 500cc class riders. He is very good at picking and we have missed only once or twice not having all of the top 10 or 11 riders in the world at Carlsbad," he continued. "Carlsbad may not have bleachers surrounding the course but you do get to see the "superstars of motocross," something you don't get here but once a year."

The improvements made for rider safety and spectator access to the course over the years have been phenomenal. World Championship status was in jeopardy following the first race in 1971, when Baron von Essen, the FIM observer, approved the course only if the promotors could control the unruly crowds which broke through the snow fencing and ran across the track during the races. So Trippe, Cox and McCaffrey spent $15,000 on chain link fencing for 1972 and still had problems with spectators crossing the track. Trippe figured if ways were provided for fans to get from one part of the course to another they would stay off the track so the first of four bridges were built to provide spectator access to different parts of the course. An extensive sprinkler system was added for dust control, one and a half miles of trenches were dug for under ground telephone lines to the press trailer and some fields were rented near the track to provide parking space.

"We only need the space once a year, but we have to rent them for 365 days," said Cox. To prevent the chance of any fire they usually turn the long dry grass under or have it scraped off by machine. A few years ago they decided to burn it off and McCaffrey also managed to catch himself on fire in the process, getting only a burned leg in the process.

"Of course we make money on the race," said Cox, "we couldn't continue to promote it if we didn't but the behind-the-scenes cost, in addition to the $30,000 purse is amazing. When we made the first investment in the fence in 1972 the $15,000 was like a fortune to us; now we spend that much each year to repair holes and get the track in shape." It's worth it. It is *the* United States 500cc World Championship.

BEL-RAY 500cc • U.S.G.P. of MOTOCROSS

American showdown for the 500cc World Championship

By Jim Gianatsis

When the mechanical monsters and their rock-hewn jockeys of the toughest class in World Championship motocross meet on June 22 for America's 500cc Grand Prix at Carlsbad, there will be only one question the fence-jamming, banner-waving, hoarse-screaming spectators want answered. They want to know if Brad Lackey, after seven years of trying, will finally win his home country's Grand Prix. If that should happen, then the series points Brad accumulated since the beginning of the 1980 Grand Prix season should receive a big enough kick to help him through the remaining four races toward clinching the 500cc MX World Championship.

In the gut-wrenching, arm-jerking sport of big league motocross, though, anything can happen. Particularly at a track like Carlsbad where Brad has had difficulty in the past putting two good motos together. But then, Roger DeCoster has had more bad luck at Carlsbad than any five-time World Champion has the right to, and he's coming back to try again. A rider like Gerrit Wolsink who has won there five times in the past must certainly now own enough of that desert real estate he could find his way around the Carlsbad course blindfolded.

One big factor in winning at Carlsbad has always been the heat, and last year it played a major role in the race. Temperatures over the 100° mark put American Team Yamaha rider Mike Bell, who had been leading the first moto by a wide margin, out of the race completely when he was struck by heat fatigue with just four laps to go. Gerrit Wolsink won that moto, then came back in the second race to finish third, effectively wrapping up the overall win in what would prove to be one of his last races for Team Suzuki.

The show in the second moto was stolen by Yamaha's Heikki Mikkola, then World Champion, and Kawasaki's Brad Lackey, both whom had crashed in the first moto on the opening laps and dropped out of the race. Returning fresh for the second moto, Lackey caught leader Mikkola early in the race and the two battled back and forth over first place, driving the spectators and ABC television camera crews crazy, with home country hero Lackey finally pulling out a slight lead on the last couple laps to win.

This year an entire new scenario was expected in the 500cc class. The two top riders in the world, Mikkola and DeCoster announced their retirement after a disappointing 1979 season plagued by injuries and breakdowns.

After announcing his retirement, DeCoster left Suzuki to become European team manager for Honda, but then, because he looked so impressive in test rides on Honda's new Pro-Link works bike, DeCoster decided to return to racing again this year. This provided Honda with a formidable team consisting of DeCoster, reigning champion Graham Noyce and hot young star Andre Malherbe.

Unfortunately, problems at the beginning of this year's series put two of Honda's hot shoes out of the points race for the championship almost immediately. Title holder Noyce suffered a broken collarbone just before the championship began, causing him to miss the first two races while healing back up. Then DeCoster, the team's main test rider, found himself having a number of mechanical breakdowns that put him well down in the standings, too. The only Team Honda rider to be running fast and consistent each week was Malherbe. And it is now Malherbe — the points leader — who is proving to be Lackey's main challenger for the championship.

When Heikki Mikkola retired from Team Yamaha last year, he left a vacancy that needed filling. Amid big-bucks negotiations Husqvarna's 1979 250cc World Champion Hakan Carlqvist, was wooed away from Husky to join Yamaha where he quickly proved himself to be just as fast on an Open class bike. Unfortunately, just as Carlqvist was proving himself to be a contender for the title, a cold the weekend of the Finnish Grand Prix put him out of the race and way behind in points.

The situation was the same over at Team Suzuki. There were two impressive young stars, Gerard Rond and Jean-Jacques Bruno, capable of winning any weekend of the Grand Prix calendar, but their new RN 440-80 works bikes with the monoshock Floating Suspension System were having teething problems and keeping them out of the battle for the points lead in the Championship.

Even the usually reliable Maico team riders were having their share of problems. Gerrit Wolsink and Ivan Van den Broeck were trying to sort out new rear suspension systems that just weren't working as well as hoped for.

So, as the 500cc World Championship heads toward its mid-way point, the United States Grand Prix at Carlsbad, there are just two riders in strong contention for the championship: Andre Malherbe and our own Brad Lackey.

Brad has been contesting the 500cc World Championship since 1974 and every year he has been pulling a little closer to the title. Last year he made the move to Team Kawasaki with the hope their new Uni-Trak works bike would be just the ticket he needed to finally come out on top of the world, but the radical new monoshocker just had too many teething problems and development which needed sorting out. During last fall's Trans-USA Series Brad began testing on an all-new design KX440-80 Kawasaki works bike in order to be sure it would be fully sorted out in time for this year's championship. All the hard work paid off. Brad pulled off the overall win of the first Grand Prix of the year and never backed off the gas, maintaining his points lead each week as the series headed towards America. Only Honda's Andre Malherbe has proven to have the right combination of riding skill, bike reliability and plain old luck to match Brad in the points battle.

When it comes to winning individual races, though, the other major factory riders still can't be forgotten. Injuries and mechanical breakdowns may have put them back in the points standings, but his year more than ever before in the 500cc World Championship class there are so many top contenders the possibilities of picking a potential winner is next to impossible. Besides Lackey and Malherbe, the other riders like Noyce, DeCoster, Carlqvist, Vromans, Rond and Bruno could win at any Grand Prix on any particular weekend.

(Shortly after this was written, Noyce broke his leg in the start of the second moto in the Italian 500cc MXGP, and will not see action at Carlsbad... Editor.)

The American riders from the Nationals? No, we haven't forgotten about them, but their chances of doing well against the Grand Prix contenders this year are small. Most of the 500cc Nationals thus far have been fairly uncompetitive, what with the problems top contenders Danny LaPorte, Rick Burgett and Rex Staten have had, so riders like series points leader Chuck Sun of Team Honda and the others haven't had to push each other very hard yet. They just won't be able to match the same high speed pace as the Grand Prix stars.

That doesn't mean there won't be an American in the winner's circle at Carlsbad. Certainly not if Brad Lackey has his way this coming Sunday. This is the first time an American rider has ever led the World Championship in motocross, and Brad will certainly be needing all the support he can get from us to cheer him on every inch of the way to victory! ●

Schedule of Events

Saturday, June 21, 1980

9:30 a.m.-11:30 a.m.	Rider registration (Plaza Camino Real, 2525 Camino Real, Carlsbad)
11:00 a.m.	Women's National First Moto
12:30 p.m.	Women's National Second Moto
1:30 p.m.-2:30 p.m.	500cc International Grand Prix Practice
3:15 p.m.-4:15 p.m.	250cc National Class Practice
4:15 p.m.-5:15 p.m.	500cc International Grand Prix Practice

Sunday, June 22, 1980

9:00 a.m.-9:30 a.m.	250cc National Class Practice
9:30 a.m.-10:00 a.m.	500cc International Grand Prix Practice
10:00 a.m.-11:00 a.m.	500cc International Grand Prix Practice (Timed)
Noon	Opening Ceremonies
12:30 p.m.	First 250cc National Moto
1:10 p.m.	First 500cc International Grand Prix Moto
2:30 p.m.	Second 250cc National Moto
3:10 p.m.	Second 500cc International Grand Prix Moto

Motorcycle Parking

Gas and traffic being what it is these days, you should consider riding your street bike to Carlsbad. There will be a special motorcycle parking area which will be patrolled fulltime by security guards, courtesy of U.S. Suzuki. The first 1,000 riders into the parking lot will receive free Suzuki sun visors.

Camping

Spectators who want to make a weekend of it and want to camp out near the track should call the Carlsbad Chamber of Commerce at 714/729-5924 for information on campsites. There is no camping allowed at the track.

Past winners of the United States 500cc Motocross Grand Prix

Joel Robert	Belgium	Suzuki	1970
Sylvain Geboers	Belgium	Suzuki	1971
Ake Jonsson	Sweden	Maico	1972
Willi Bauer	Germany	Maico	1973
Gerrit Wolsink	Holland	Suzuki	1974
Gerrit Wolsink	Holland	Suzuki	1975
Gerrit Wolsink	Holland	Suzuki	1976
Gerrit Wolsink	Holland	Suzuki	1977
Heikki Mikkola	Finland	Yamaha	1978
Gerrit Wolsink	Holland	Suzuki	1979

500cc International Class

Graham Noyce	England	Hon
Brad Lackey	Santa Ana, CA	Kaw
Hakan Carlqvist	Sweden	Yam
Gerrit Wolsink	Belgium	Mai
Andre Malherbe	Belgium	Hon
Roger DeCoster	Belgium	Hon
Jean-Jacques Bruno	France	Suz
Andre Vromans	Belgium	Yam
Gerard Rond	Holland	Suz
Lawrence Spence	Ireland	Yam
Herbert Schmitz	Germany	Mai
Jaak Van Velthoven	Luxembourg	KTM
Tapani Pikkarainen	Finland	Mai
Zoli Berenyi, Jr.	Canada	Yam
Danny LaPorte	Sun Valley, ID	Suz
Jimmy Weinert	Chatsworth, CA	Can-Am
Gary Semics	Laguna Beach, CA	Yam
Arlo Englund	Denver, CO	Yam
Rex Staten	Fontana, CA	Yam
Gaylon Mosier	Santa Ana, CA	Kaw
Mickey Kessler	Farmingdale, NJ	Yam
Marty Moates	San Diego, CA	Yam
Jim Gibson	Orange, CA	Hon
Denny Swartz	Marietta, OH	Mai
Rick Burgett	Sandy, OR	Yam
Steve Stackable	Spicewood, TX	Mai
Goat Breker	Anaheim, CA	Kaw
Clark Jones	Montebello, CA	Hon
Marty Smith	San Diego, CA	Suz
Monte Anderson	Dallas, TX	Yam
Tommy Croft	San Diego, CA	Yam
Chuck Sun	Sherwood, CA	Hon
Wayne Boyer	Poway, CA	Suz
Danny Chandler	Forest Hill, CA	Hon
Dan Turner	N. Highlands, CA	Mai
Gary Pustelak	Girard, PA	Kaw
Steve Bauer	Riverside, CA	Can-Am
Gary Shipley	Washington, PA	Mai
Sean O'Brien	Irving, TX	Yam
Daniel Fish	Ithaca, NY	Kaw
Bertil Ougard	Sweden	Hus

250cc Support Class

Broc Glover	El Cajon, CA	Yam
Mike Bell	Lakewood, CA	Yam
Kent Howerton	San Antonio, TX	Suz
Warren Reid	Santa Ana, CA	Kaw
Mark Barnett	Bridgeview, IL	Suz
Brian Myerscough	San Antonio, TX	Suz
Jeff Ward	Santa Ana, CA	Kaw
David Taylor	Glendora, CA	Yam
Ron Turner	Whittier, CA	Suz
Carlos Serrano	Tucson, AZ	Hon
Chappy Blose	Phoenix, AZ	Kaw
Jeff Jennings	Norwalk, CA	Hon
Kris Bigelow	Rochester, MI	Yam
Steve Rhyan	San Clemente, CA	Mai
John Day	Coweta, OK	Yam
James Ellis	E. Hampton, CT	Yam
Kippy Pierce	Ft. White, FL	Yam
Ross Williams	Medina, OH	Hus
Mark Lawrence	Rosemead, CA	Yam
Jeff Surwall	Des Plaines, IL	Yam
Kip Bigelow	Rochester, MI	Yam
Derek Wedding	Marshall, TX	Hus
Robert Reisinger	San Juan Cap., CA	Kaw
Michael Preston	Stockton, CA	Suz
Alan Smith	Garden Grove, CA	Hus
Pete Wanket	Encinitas, CA	Yam
Tony Wanket	Encinitas, CA	Yam
Donnie Hansen	Simi Valley, CA	Hon
Tommy Benolkin	Minneapolis, MN	Hon
Terrence Martz	E. Stroudsburg, PA	Yam
Bob Rutter	St. Joseph, MI	Hon
Jeffrey Shaw	Houston, TX	Hus
George McNamara	San Rafael, CA	Yam
Bill Jewell	N. Hollywood, CA	Yam
Mike Brown	Saugus, CA	Yam

Women's 125cc National Championship

Dede Cates	Anaheim Hills, CA
Barbara Spielman	Crystal Lake, IL
Cindy Dumo	Oxnard, CA
Kay Attwood	Calgary Alberta, CAN
Patty Pruyne	Tucson, AZ
Debbie Mathews	Tustin, CA
Marcy Lewis	Sacramento, CA
Peggy Hall	Muskegon, MI
Roxie Klatt	Austin, TX
Charleen Higgins	Van Nuys, CA
Pauline Pitt	La Crescenta, CA
Kathy Holman	Houston, TX
Dorene Payne	Newark, CA
Trudy Beck	Westminster, CA
Kimi Douglas	Garden Grove, CA
Diane Holeman	Montrose, CA
Katrina Marie Wallace	Earlimart, CA
Mercedes Gonzales	Van Nuys, CA
Donna Near	Memphis, TN
April Dunlap	Santee, CA
Louise Bates	Riverside, CA
Jan Murray	Newport, CA
Lisa Akins	Niles, MI
Tracy Evans	San Diego, CA
Joyce Hoffman Lancor	Solana Beach, CA

And above...Quicksilver M

Not up to speed with Art Scholl, whose aerobatics left even the MXGP wizards shaking their heads, but definitely as unique, will be Eipper Formance Inc.'s fold-up aircraft. Called the Quicksilver M, these (shall we call them motorized hang gliders?) gadgets will be soaring over the heads of USGP spectators on raceday while the racers recover from the ubiquitous Carlsbad heat between motos.

Up-to-date point standings

1. Andre Malherebe	157
2. Brad Lackey	140
3. Andre Vromans	106
4. Hakan Carlqvist	91
5. Gerard Rond	74
6. Roger DeCoster/Jean-Jacques Bruno	62
8. Graham Noyce	55
9. Ivan van den Broeck	25
10. Gerrit Wolsink/Tapani Pikkarainen	23

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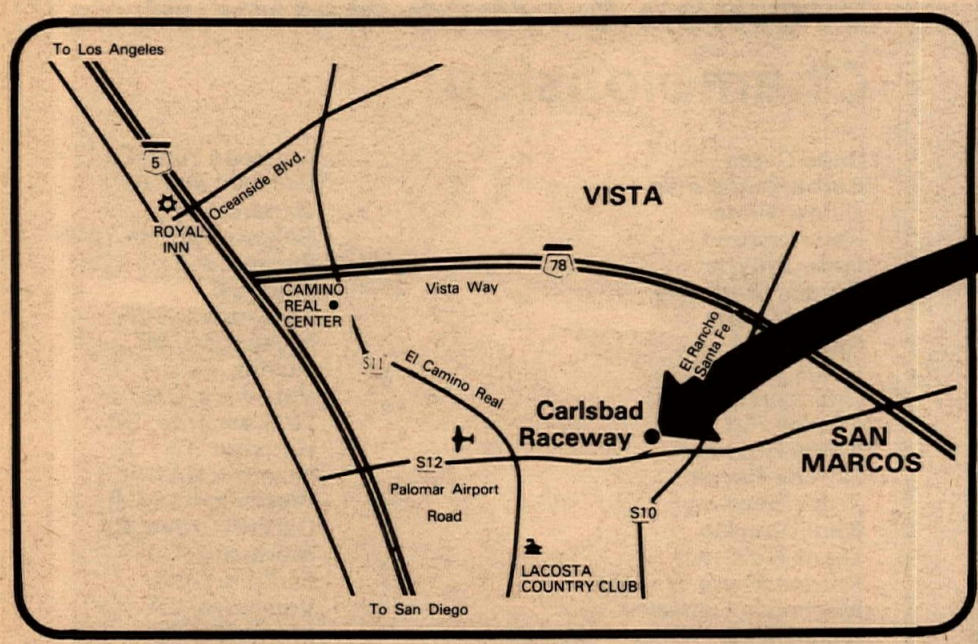
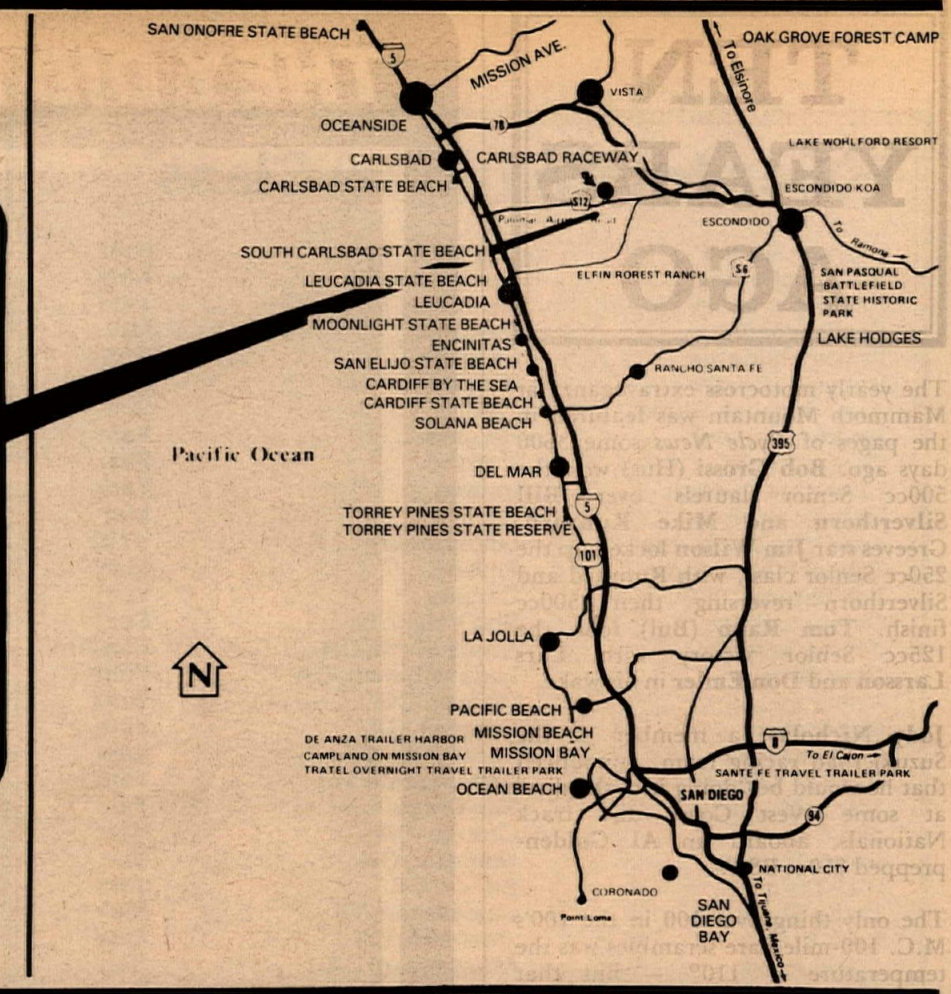
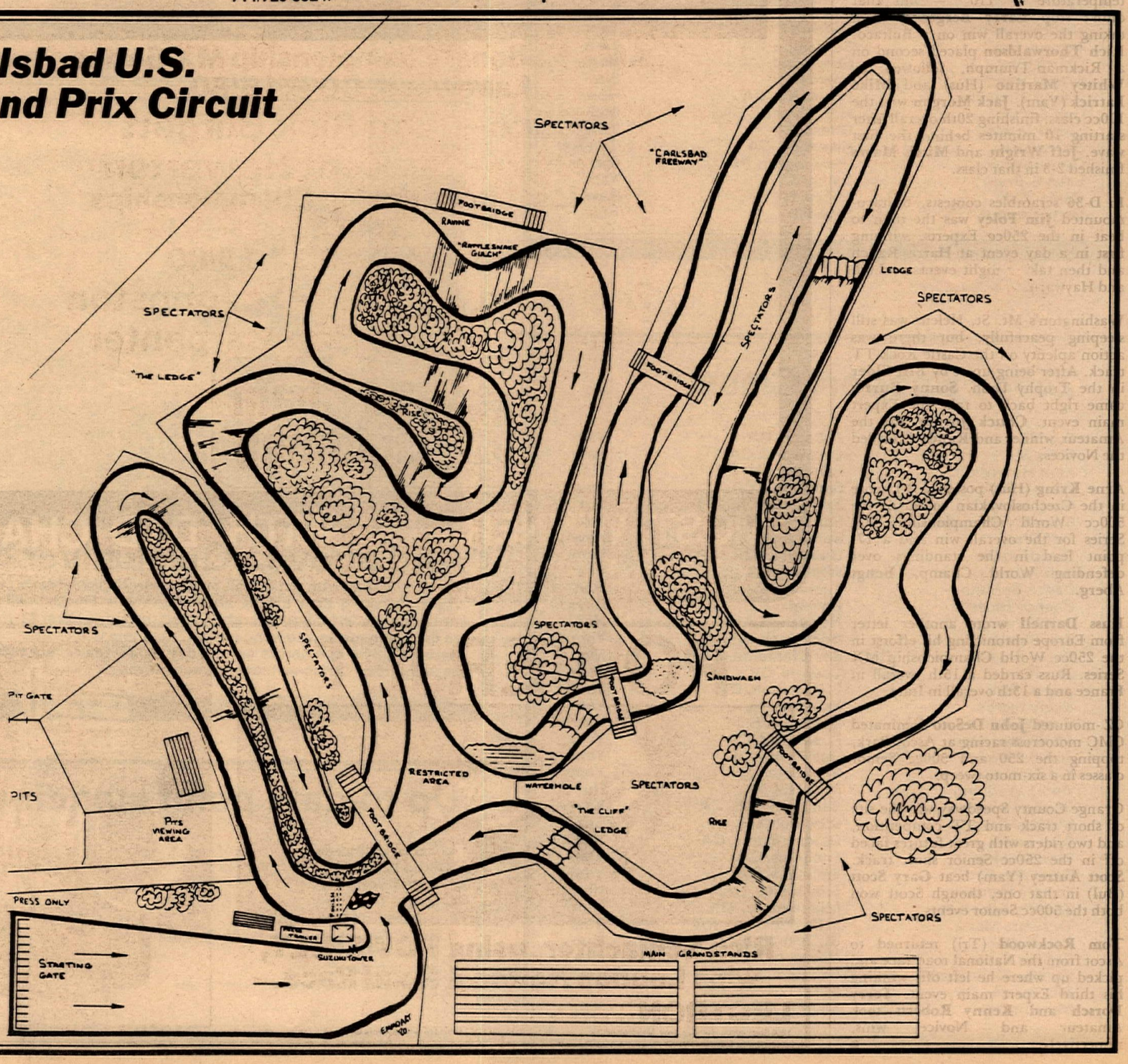




Notice: No overnight camping is permitted at the raceway. For campsite information, contact the Carlsbad Chamber of Commerce, P.O. Box 596, Carlsbad, CA 92008, 714/729-5924.

Carlsbad U.S. Grand Prix Circuit



TEN YEARS AGO

The yearly motocross extraveganza at Mammoth Mountain was featured in the pages of *Cycle News* some 3600 days ago. **Bob Grossi** (Hus) won the 500cc Senior laurels over **Bill Silverthorn** and **Mike Runyard.** Greeves star **Jim Wilson** locked up the 250cc Senior class, with Runyard and Silverthorn reversing their 500cc finish. **Tom Rapp** (Bul) took the 125cc Senior victory with **Lars Larsson** and **Don Emler** in his wake.

Jody Nicholas, a member of the Suzuki road racing team, announced that he would be "doing it in the dirt" at some West Coast dirt track Nationals, aboard an **Al Golden**-prepped 650cc BSA.

The only thing over 100 in the 100's M.C. 100-mile hare scrambles was the temperature — 110° — but that didn't stop **Larry Bergquist** from taking the overall win on a Bultaco. **Rich Thorwaldson** placed second on a Rickman-Triumph, followed by **Whitey Martino** (Hus) and **Mike Patrick** (Yam). **Jack Morgan** won the 100cc class, finishing 20th overall after starting 10 minutes behind the first wave. **Jeff Wright** and **Mitch Mayes** finished 2-3 in that class.

In D-36 scrambles contests, Bultaco-mounted **Jim Foley** was the man to beat in the 250cc Experts, winning first in a day event at Harris Ranch and then taking night events at Lodi and Hayward.

Washington's Mt. St. Helens was still sleeping peacefully, but there was action aplenty on the Castle Rock TT track. After being upset by **Bill Elder** in the Trophy Dash, **Sonny Burres** came right back to take the Expert main event. **Chuck Joyner** was the Amateur winner and **Randy Scott** led the Novices.

Arne Kring (Hus) posted a 2-1 score in the Czechoslovakian round of the 500cc World Championship MX Series for the overall win and a 17-point lead in the standings over defending World Champ, **Bengt Aberg.**

Russ Darnell wrote another letter from Europe chronicling his efforst in the 250cc World Championship MX Series. Russ carded a 15th overall in France and a 13th overall in Italy.

CZ-mounted **John DeSoto** dominated CMC motocross racing at Ascot Park, topping the 250 and 500cc Senior classes in a six-moto sweep.

Orange County Speedway was the site of short track and TT competition, and two riders with great futures faced off in the 250cc Senior short track. **Scott Autrey** (Yam) beat **Gary Scott** (Bul) in that one, though Scott won both the 500cc Senior events.

Tom Rockwood (Tri) returned to Ascot from the National road race and picked up where he left off, winning his third Expert main event. **Terry Dorsch** and **Kenny Roberts** took Amateur and Novice wins, respectively. ●

THEY DID IT WITH D.I.D by DAIDO!

AMA National Championship MX Series
Lakewood, CO 6/15/80
500cc — 2nd Rick Burgett
250cc — 1st Kent Howerton
National Drag Racing Championships
NMRA
Cincinnati, OH 6/14-15/80
2nd Combo Elim. Jeff Johnston
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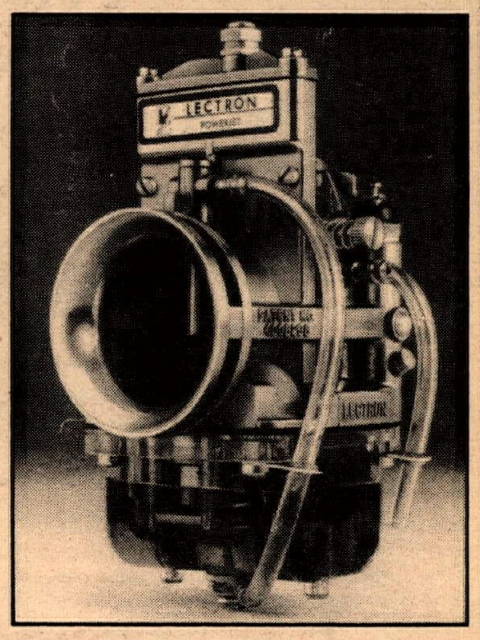

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Smith/Williams RD400

The making of a Lightweight Superstreet champ

By Michael Stubblefield

Almost everyone involved with the club road racing scene will agree that the Yamaha RD350/400 has been, since its introduction, one of the quickest and best handling production bikes available. Take a walk through the pits at any club race. Try to count the bewildering proliferation of RDs for every purpose, from plain-Jane Box Stockers to deceptively stock appearing "production" machines to all-out Superstreet RDs bearing only the vaguest resemblence to an over-the-counter model. Why so many RDs? Because RDs win races. Lots of races...

There are several reasons for this bike's domination of middleweight racing — it's quick, handles well, is relatively inexpensive, and perhaps most significantly, it can "grow" with its riders. For example, a novice club racer might wish to race in Box Stock for a season before — time, interest and money permitting — refining the bike to a state of razor-edged function for Production or Superstreet racing. Also, because of certain shared design, performance and handling traits between properly race-prepared RDs and Yamaha's TZ250 GP bike, it's no coincidence that many Experts have chosen to hone their skills on hopped-up RDs before moving on to quicker but more tempermental TZs. Because of this undeniable progression from RD to TZ, a sprawling yet little-known network of tuners, engine and frame builders, machinists, fabricators and welders has arisen over the years to meet the demand for high quality race bike preparation. One such specialist is Bill Smith, proprietor of Smith Machine and Quandary (sic) in Oakland, CA.

It's a long, long way from an over-the-counter, garden variety RD400 to the current state-of-the-art AFM Lightweight Superstreet class champ, which ran away from the competition in 1979, winning 10 out of 12 races, with Berkeley-based rider John Williams aboard. In fact, so decisive was Williams' championship that he sold the bike with four races still remaining!

OK. So you're *serious* about winning and you've decided to build a bike like Bill's bomber. Now consider this: Nearly every single component on a stock RD will have to be removed, replaced or modified before it is ready for life in the fast lane in the AFM's increasingly popular Lightweight Superstreet class.

Consider too that while it is all too easy to be seduced into an endless quest for more and more horsepower, it is, emphasizes Smith, the right *balance* of power, handling and reliability that ultimately determine how well any machine actually performs at the track. Smith confronts this issue of balance squarely: Every modification to the bike must be appropriate in terms of commercial availability, cost effectiveness and real world performance, i.e., lower lap times. There is no place in Smith's formula for merely trick components or modifications that fail to deliver.

Significantly, reliability is a term that pops up frequently in conversation with Smith: "A machine must finish to win. The bike doesn't have to be the fastest thing out there, but it has to be reliable. Riders win races anyway, even though the disparity in machinery may be great. The tuner's job is to *not* screw up; he can never be more than adquate at the club racing level."

Smith recalls the June day in 1978 when young John Williams wandered into his shop looking for help: "John was running Michelin S-41's front *and* rear, on stock 'boat anchors' (RD400 mag wheels) and he had put his 400 engine in a 350 frame... *but* he was turning 2:07's at Sears..." Smith sensed Williams' talent. He agreed to help but soon discovered that Williams' budget was somewhere south of his skill as a rider, so both men agreed at the outset of their informal collaboration to put money where it was most needed, in accordance with Smith's philosophy of economy, reliability and availability.

Smith first went to work on the bike's handling. The "boat anchors" were junked in favor of spoke wheels. Smith chose D.I.D aluminum rims laced up to Buchanan stainless steel spokes. A WM3 was laced up to an RD350 hub up front; a WM4 and custom hub were installed at the rear. Goodyear A-11 3.30 X 18 (front) and 3.50 X 18 (rear) slicks were chosen for sprint races, though Michelins would be used for endurance events later on.

The stock RD front brake was woefully inadequate for really serious stopping, so Smith replaced it with an enormous 13" Kosman disc rotor and anchored it with an aluminum Grimeca dual-piston caliper and Ferodo 2124 pads. Smith feels that the Kosman/Grimeca/Ferodo setup is simply "the best combination for the money." At the rear, Smith installed a turned-down and thinned RD disc with a Honda 500 caliper and custom hanger. The stock rubber brake hose were replaced front and rear by teflon-lined, braided stainless steel lines to eliminate that "mushy feeling." The new wheel and brake setup reduced unsprung weight considerably and ensured faster and safer stopping.

Though Williams had already seen fit to install one, it is nevertheless worth mentioning that a Kawasaki H2 steering damper (readily available from Kwacker dealers as a legacy to the ill manners of the infamous 750 triple) is an essential addition to the RD for all but the smoothest and bravest of riders. One average tank slapper at race speed will convince you that you need one!

Williams' initial choice of S&W 70/100 progressive springs proved to be a remarkably close first choice. Later, as weight was pared from the bike, 60/90s were found to be more appropriate to California track surfaces. S&W shocks also proved to be a good choice by Williams, so Smith elected to stay with them rather than toying with more expensive, exotic or complicated designs.

Having attended to the bike's major handling hurdles, Smith turned his attention to the bike's biggest reliability problem, the ignition system. A Powers electronic ignition replaced the stock points setup. Smith knew that the standard Yamaha mechanical design allowed the timing to wander at high rpm's. He also knew that the points wore out quickly and that the stock coils lacked reserve voltage. The Powers unit utilizes the "Hall field effect" to trigger timing with total accuracy and reliability.

Now Smith turned to the motor itself. RD motor work, while relatively straight-forward, must be undertaken within certain parameters of maximum compression ratio, maximum safe piston speed and maximum rpm's for acceptable crankshaft life. With such limitations in mind, Smith began by raising the bike's compression ratio. The 28mm Mikuni carbs were replaced by a pair of 34's which Smith fitted to custom-made carb mounts. The stock reeds were replaced by a set of TZ750 reeds with fiberglass petals. Smith ported the stock barrels for both more performance and reliability, giving a conservative 9000 rpm power peak. A pair of Bill Babcock-designed, Smith-built expansion chambers complemented the higher compression ratio, porting and carburetion. The Smith-Babcock pipes increased the engine's breathing considerably, weighed far less than the chromed stocker and provided far more cornering clearance. The custom-built pipes are quite unusual in appearance — their exhaust stingers exit from the center-bottom of each pipe instead of the orthodox arrangement, out the end of the baffle cone.

Prior to their partnership, Williams DNF every race he entered in southern California and had scored less than impressive finishes at Sears Point as well. Now, Smith's approach of adequate power, good handling and reliability began to pay off for young Williams. John began finishing all his races, finally bagging a second in a Sears light super race towards the end of the season.

For the 1978 November 250-mile endurance race at Sears Point, still further refinements were made to the bike. Smith and Williams completely dismantled the machine, then fitted the engine back into its RD400 frame. Granted, some RD riders have asserted that the RD350 frame handles better than the newer frame. But don't believe it! Smith says that the major difference between the two frames is the location of the engine itself, which is positioned slightly further forward in the 400 frame (a la Yamaha TZ250C, D and E monoshock frames), thus ensuring a greater weight bias at the front end. This subtle but significant distinction helps to keep the front end down under hard acceleration without resorting to a longer swingarm (the usual antidote to the 350's wheel-standing propensities).

The swingarm pivot was improved by adding align-reamed, bronzed bushings. The front damper rods were re-metered to make the suspension more supple and the pre-load spacers were shortened to reduce excessive pre-load on the springs. Smith credits "the invaluable assistance of AFM star Doug Draper," who performed testing duties for suspension dial-in.

A fresh crank was installed. Interestingly, Smith does *not* use a "trick" crankshaft. His sole modification to the lower end is replacement of the stock big end rod bearings with TZ bearings. The rods themselves were left stock, though Smith used the latest models, which are slotted for better lubrication. Smith feels that "the only weak point in the RD400 cranks seems to be the outer mains. These were replaced with TZ roller bearings. It was also necessary to use straight-cut primary gears to reduce side-loading on the crank." On later, higher rpm motors, Smith has begun tack welding the crank pins for added strength.

The bike's stock wiring harness was chucked in favor of a custom-made harness with nothing more than essential wiring. In accordance with AFM Superstreet rules, under which AFM endurance races are run, the headlight and brakelight terminals were retained. The obligatory horn was relocated to the rear of the bike, where it was affixed to the side of the newly built battery box, and both horn and battery were protected by the installation of an older TZ type fiberglass seat/tailpiece. Finally, a large capacity (6.3 gallons) TZ aluminum tank went on in place of the stock steel RD tank.

Because "it had been detonating on pump gas," Smith changed the little beast's diet to Daeco 104 octane racing gasoline. Yamalube-R was pre-mixed at 20:1 first, though Smith later changed to a 16:1 ratio for yet further reliability.

Smith enlisted the experienced Draper to co-ride with Williams for the 250. Though "beginners" at endurance racing, both riders correctly sensed that strategy and preparation, not simply aggressive riding, would be the key to a high overall finish. They also knew that pit stops would be critical because time lost in the pits would be hard to make up on the track. And knowing that fatigue could well result in an untimely crash, they decided to take no more than 25 laps per man at a stretch.

Williams and Draper lapped at comfortable but competitive 2:01-2:05 times for the entire race. Despite scoring difficulties, by late in the race they knew they were leading their class though they were unaware of their overall position. Smith noted that many teams were taking longer in the pits than his men, who were averaging just under 30 seconds a stop. After final scoring had been completed, it would become painfully apparent to the opposition just how critical their inadvertently long pit times had been.

Smith's Team Quandary lost its front brake the last few laps, resulting in a few more modest 2:08 laps, but by then it was too late for anyone to overtake them. Smith would later discover that "the master cylinder was too small," adding "that's one of the things that you learn from endurance racing." But Smith and his riders had apparently done their homework well enough before the race because in spite of their "restraint" they finished *second overall* behind the AMA Superbike R90S BMW ridden by AMA regulars Harry Klinzmann and Dave Emde. That's right! A Japanese two-stroke finished second overall to that German symbol of four-stroke reliability, a bike of over twice the little Yama's displacement.

What had begun as an informal collaboration between Williams and Smith turned into a sponsored ride for the 1979 season. Over the winter, Williams cleaned up the aerodynamics of the bike with the addition of a Matzinger fiberglass fairing and a TZ works type replica "boat tail" seat/tailpiece. Another pound or so was saved by removal of all unncessary

brackets. Smith made a few more porting refinements which permitted still better breathing through the Babcock chambers. And he also leaned out the jetting slightly.

For the AFM's annual spring endurance extravaganza, the Ontario Six-Hour, Smith once again secured the services of Draper to assist Williams, but this time Team Quandary would be racing far longer so Smith added a third member to the team, AMA Expert Glen Shopher.

Once practice was over, the trio soon learned that the competition had heated up over the winter: three or four other teams were turning faster times in practice than Team Quandary. That information notwithstanding, Smith remained steadfast in his insistence that the three riders conserve their tires (Michelin S41 in front and SW4 in rear) because a tire change would rob them of precious time that they would never be able to retrieve on the track.

Smith need not have worried. Once again, Smith's team had pretty much assured themselves of another class win, with their competition trailing by five laps. They wisely chose to "slow" from consistent 2:14's to conservative 2:18's. Assured that their eighth overall position was no fluke, Team Quandary indulged themselves in a chain adjustment on their last scheduled pit stop/rider switch! They went on to finish first in their class, eighth overall and ahead of every 550 and 750cc bike still running, a remarkable feat for a supposedly unsuitable two-stroke endurance bike, particularly in a race of this magnitude. Once again, well-rehearsed pit stops, intelligent riding and fastidious preparation had paid off.

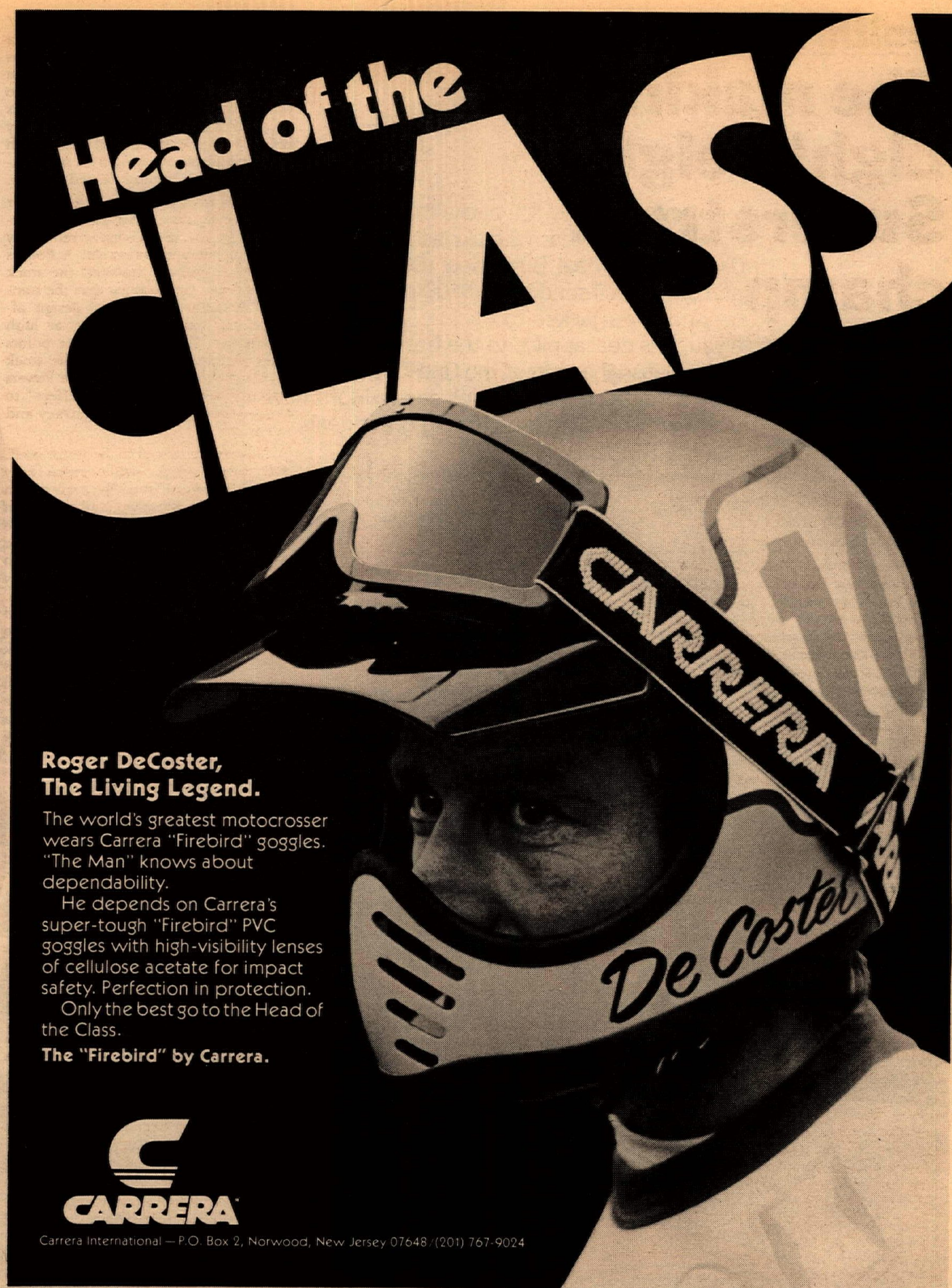
Post-race teardown disclosed that the pistons and rings actually still had some life in 'em! The crank was still OK too. Smith felt that the pistons and rings could have gone yet a few more sprint races. He also noted that "I saw some things which made me increase the pre-mix ratio from 20:1 to 16:1. The bottom ring was starting to stick so I increased the mixture ratio and backed off the timing 2.2mm BTDC."

The only other modifications to the bike after the Six-Hour were spherical bearings for the steering damper, to eliminate the slop of rubber bushings, and an aluminum DG swingarm. Although some RD pilots might feel that the DG unit's additional length (1") slows the bike's slow-speed handling down, Smith feels that the stiffness of the swingarm make this switch an acceptable tradeoff. It is worth noting that Williams' lap times dropped down to 1:55's at Sears Point subsequent to the addition of the DG unit!

And John Williams? Well, he went on to win 10 out of 12 races he entered, as well as a second, a fourth and no DNF's, thus clinching the AFM Lightweight Superstreet championship with yet four races remaining on the race calendar. And, like countless champs before him, Williams sold his bike so he could finance the construction of his 1980 mount. What kind? Why, a TZ250, of course!

Meanwhile, Smith, never one to rest on his laurels, has moved on to his new pet project bike, a DKG-framed RD400 with all the modifications found on earlier RDs such as Williams' class-winner, as well as some new goodies like a TZ dry clutch and close-ration six-speed transmission and Kosman wheels... But that's another story.

So. If you're still with us, you're no doubt interested in how to contact Smith to help you set up your very own Williams-Smith replica RD400. Glad you asked! Just call 415/530-3291 at a decent hour, i.e. *not* the night before a race, and tell Smith you need help. You'll be glad you did. ●



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THE LATEST POOP BY PAPA WEALEY

Dick Burleson (Hus) took another step toward his seventh consecutive AMA National Championship Enduro Series title with a win in the June 15 Range Riders M.C.-sponsored 100 mile National near Grand Rapids, MN. Burleson edged out Randy Martin (Suz) by four seconds at the final tie-breaker check. Both riders dropped 10 points. Martin was High Point A winner with Ted Worrell (Hon) taking AA class honors. Terry Cunningham (Hus) was the Open A division winner with Darryl Kuenzer (KTM) grabbing the 250cc win and Jack Penton (Kaw) on top of the 200cc A class.

Roy Thacker (Kaw) had an easy time in the Top Fuel division of the June 15 NMRA drags at Cincinatti, Ohio's Edgewater Raceway Park. Thacker ran solo for the win at 7.91 sec., 174.75 mph. Mike Bruso (Kaw) topped Jon Baugh (Kaw) in Super Eliminator 7.97/170 to 8.53/162.16. Terry Vance (Suz) and Bob Carpenter (Suz) kept their rivalry going in Pro Stock with Vance on top 9.21/144.69 to 9.24/141.95. Geoff Masters (Kaw) was the Pro Comp winner over Rick Stetson.

American Brad Lackey (Kaw) lost more ground on Andre Malherbe (Hon) in his quest for the 500cc MX World Championship at the June 15 Dutch round. Andre Vromans (Yam) won both motos with Malherbe and Gerard Rond (Yam) following in moto one. Lackey seized while running second. The second moto saw Lackey take second followed by Rond. Malberbe extended his points lead over Lackey to 17 after a second moto seventh place finish.

Sketchy results from behind the Iron Curtain note that Vladimir Kavinov (CZ) won the June 15 Russian 250cc MX GP followed in the final tally by Dimitar Rangelov (Hus) and Georges Jobe (Suz).

Michele Rinaldi (TGM) grabbed both moto wins in the June 15 Italian 125cc MX GP. Rinaldi was followed in the first moto by Eric Geboers (Yam) and in the second by Torao Suzuki (Apr).

The ladies were represented in the June 15 Winston Pro Series National at Loudon. Gina Bovaird (Yam) and Wendy Epstein (Yam) both ran the race, Bovaird on her TZ500 and Epstein on a 350cc mount. The heat put Bovaird in the first aid station at the end of the event. Neither finished in the top 14.

Kawasaki withdrew its Lightweight Expert entry for Eddie Lawson after his heat race. "We just don't have enough spares to build the type of bike we should have Eddie riding. Everything goes to the GP effort in Europe. It's not fair to Eddie or tuner Steve Johnson to have them running something we know could be competitive if we just had some spares," said team manager Randy Hall.

The AMA's Mike DiPrete asked that we get the word out to any riders in upcoming Superbike events that oil coolers will no longer be allowed to be mounted on the rear fender section. "It's a safety improvement," said DiPrete. "We are also monitoring the tire wear situation closely in the Winston Pro Series dirt track events," continued DiPrete. "The National at Harrington brought a severe wear problem to light although the abrasive surface there is different from other tracks. We are in touch with Goodyear for their imput and recommendations."

Corrections and additions department; Papa told you the wrong date for Stadium Motorsports' San Diego Stadium Supercross event. As listed in the calendar section, the correct date is Oct. 25. And there's a possibility that the Oct. 26 date will carry an Amateur race in the stadium. For more info dial Stadium Motorsports at 714/494-6568.

For the July 12-13 Coca-Cola Superbowl of Motocross in the L.A. Coliseum, the course has been changed to include a new starting gate location, and the Saturday race will be run counter-clockwise on the track while the Sunday event will be run clockwise. Sounds rough.

"King Kenny" Roberts and SCRAMP, organizers for the Aug. 2-3 Laguna Seca Raceway road race, have reached an agreement for Roberts to race there. NorCal Yamaha Dealers Association will celebrate the appearance of Team Yamaha's 500cc World Champ by presenting a point-to-point rally to the track, special discount tickets, food, parking in a special area and a lap around the race track — all part of their package. Want to get in on it? Talk to your local NorCal Yamaha dealer or phone Bill Spencer at Mt. View Distributing, 415/969-1682 for details.

Lots of grassy sections are included on the new motocross track at Golden State Raceway at Sears Point, and even some grandstands have been added to make life softer for the non-hardened MX fans who'll show up for the June 29 AMA 125/500cc National MX Series race.

On Any Sunday II will be distributed by 20th Century Fox — soon, we hope — and according to Papa's source, the film has been shortened slightly and the music changed somewhat since its original screening for the motorcycle industry.

Tickets for the Bel-Ray 500cc USGP of Motocross are available through Ticketron and at the gate on raceday. More info, call Grand Prix Motocross at 714/495-6906. And for a brief history lesson and season update, see our preview section on p. 24-28.

There has been no official word on a replacement following the June 13 resignation of California Parks and Recreation Department Director Russ Cahill, but informed sources in the State Capitol feel that Pete Dangermond will be appointed by Governor Brown to fill the post. Dangermond is currently working as the Director of Parks for the county of Monterey, and has worked for Riverside and San Bernardino counties in the past. ORVers active in Sacramento seemed encouraged with Dangermond's apparent selection. "It looks like we can work with him," said one.

If three days and two nights in Las Vegas appeals to you, read on. The SoCal M.C. is going to have a raffle along with their Saturday night street dance at their July 5-6 Cal City Gand Prix. The aforementioned Las Vegas trip — with accommodations at the Stardust Hotel and Casino and round trip tickets for two on Western Airlines — will be the grand prize, along with tires, helmets, gloves, pistons, grips, springs, tool boxes, tools, fork protectors, oil and hundreds of dollars in gift certificates. For more information, contact SoCal M.C., 15536 Lemoli Ave., Gardena, CA 90249, 213/644-0035 or get your tickets at the races. Winners need not be present. There will be lots going on in Cal City that weekend, with 90-minute races on a new 14-mile course with through-the-city-streets racing. All classes will be racing, with a special 250cc Pro race and an ATC/Odyssey/Sidehack event.

With the Castle Rock TT National off this year's schedule thanks to Mt. St. Helens, dirt track racers may be interested in doin's north of the border on the July 12-13 weekend. There will be a $3000 purse half mile at Red Deer, Alberta on July 12, and a $4000 half mile in Oldf, Alberta the following day. Both are Canadian Motorcycle Association Championship events, and a CMA license is required. Give George Wells at call at 403/282-8580 if you're interested.

Add this name to our you-know-what list: George Whiting. Whiting is the San Luis Obsipo County Sheriff, and he recently addressed a gathering of Kern County farmers and ranchers and advised them never to give operators of motorcycles or four-wheel drive vehicles permission to ride on their property. "They seem to think they have the right to do any damn place they want," said Whiting, according to a *Bakersfield Californian* article, "and they don't (have the right)." Whiting's talk was aimed to help the land owners protect themselves from thieves and vandals. He apparently feels we're all part of that group; tarring us all with the same brush, so to speak.

Graham Noyce, out of action with a broken leg, listed three events that he wanted very much to win in a *Motor Cycle News* interview. The three "International Classics," as he called them are St. Anthonis (which he won), the Hants Grand National (which he won) and the USGP at Carlsbad. Maybe next year...

In a Poop item last week, we had Graeme Crosby sponsored by Suzuki in the Isle of Man road race. Crosby was Suzuki-mounted alright, but Pops Yoshimura built the bike and was on hand to keep it running right, not the Suzuki factory.

And while we're confessing to errors, how about the Skip Aksland bulletins from Tim Rockwood. Papa said Tim works for PJ1 when actually Roxy's number three son picks up a regular paycheck from MXL.

Women! Denise deVines phoned Papa to let the world know about the Women's Invitational Class that's running at Mammoth on Saturday, June 28. They'll be running with the Open class, so if

Could you do this? Actually Les Motesses are a group of 50 French women organized by Marie-Helene Gienger into a motorcycle drill team. They ride full-size bikes, 750cc usually, and perform in parades and other special events. Now, after 10 successful years in Europe, an American group is being formed. Interested? Contact Ms. Gienger at Les Motess, 8033 Sunset Blvd., Suite 5034, Los Angeles, CA 90046. She's looking for 10 attractive ladies who can do the job.

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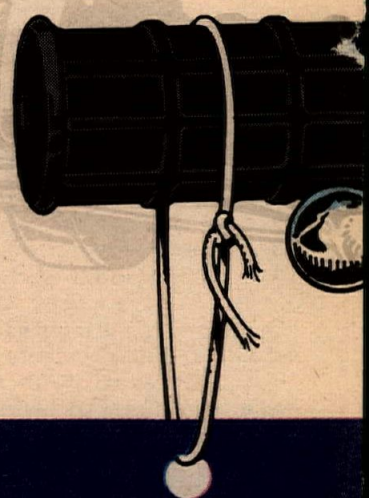

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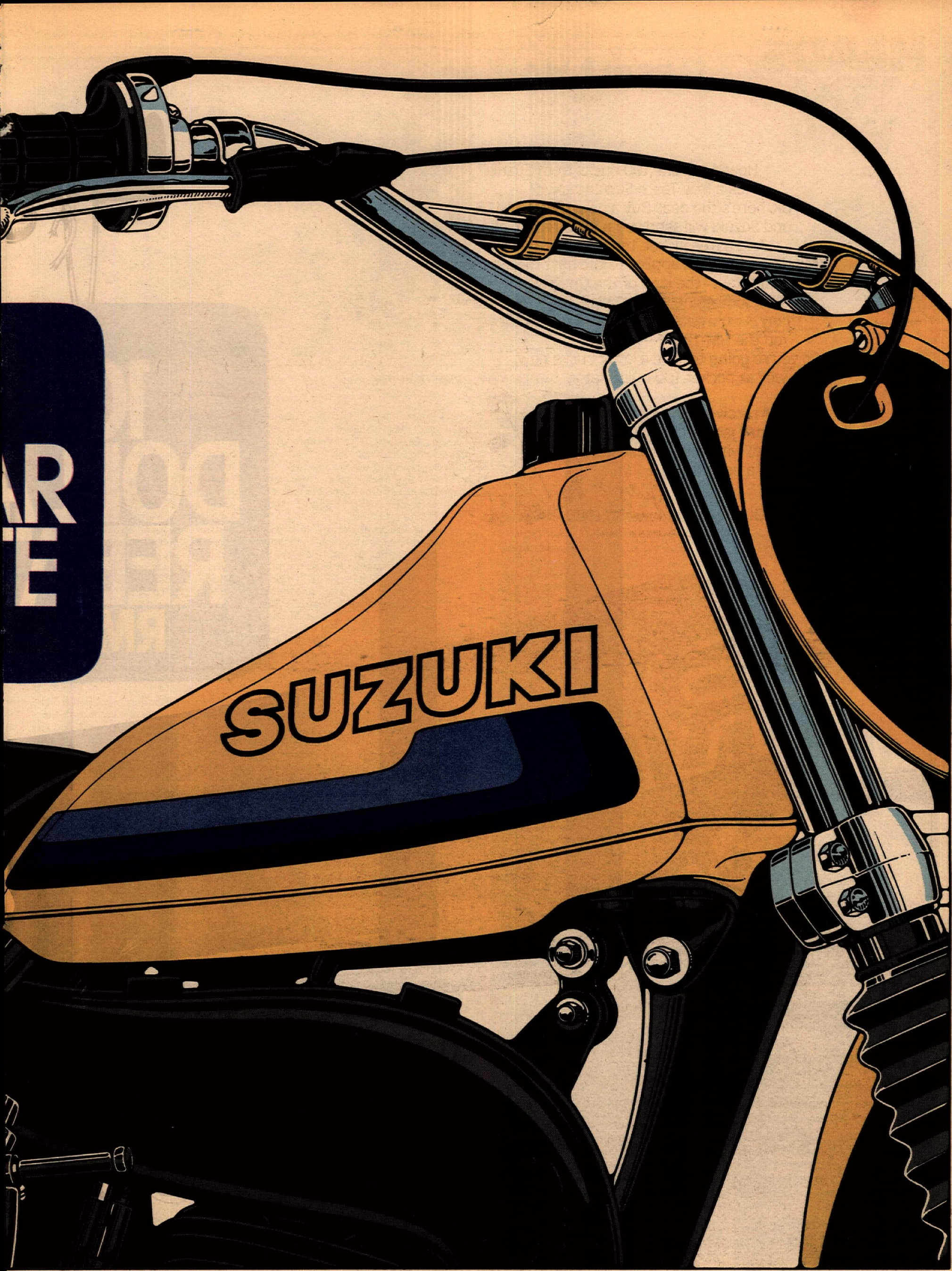
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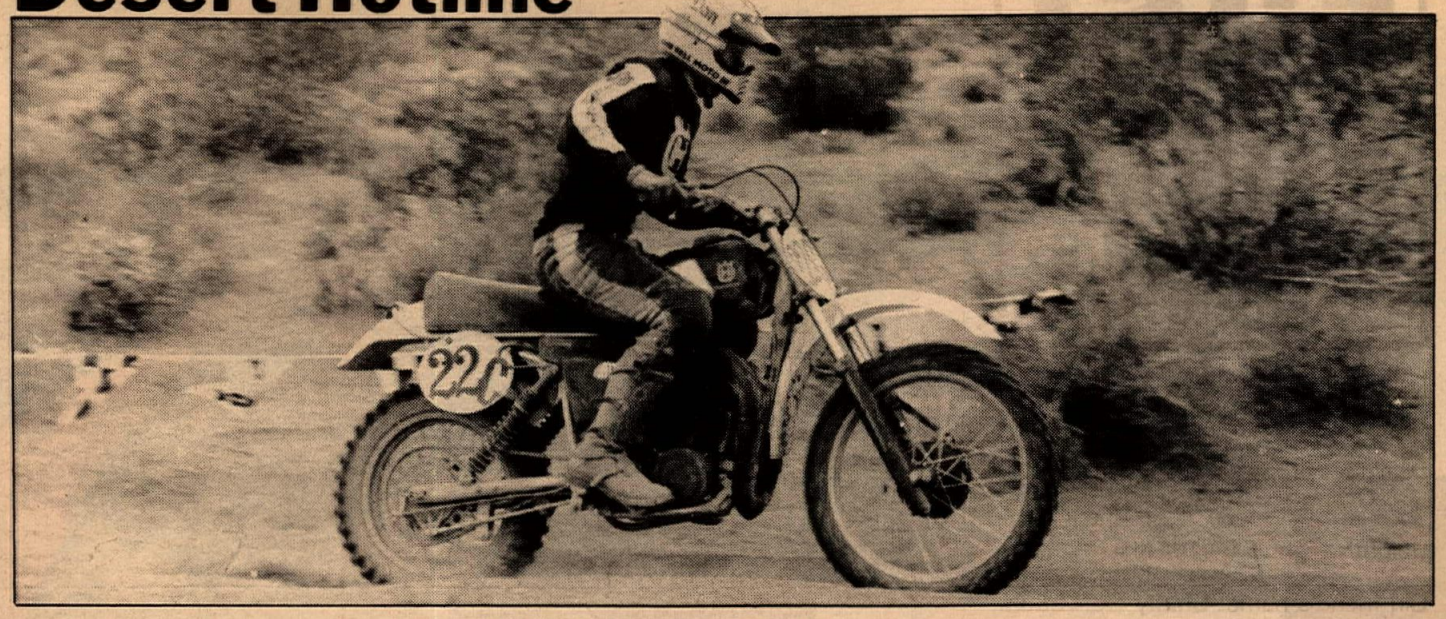

Dan Smith took his first overall win at the Virgin Run. (File photo.)

Smith tops Master Links Virgin Run

By Joyce May

LUCERNE VALLEY, CA, MAY 25

Team Husky's newest addition, Open Expert Dan Smith, earned an overall win at the Master Links Virgin Run by holding off fellow Checker Bill Saltzman (Vet Open) in the final dash to the checkered flag. This duo had battled for the lead the entire race.

With the weather unusually cool for the end of May, riders ordinarily "retired for the summer" by now were on their machines. The entry was well over 300.

This event was also one of several scheduled during the summer to help raise money for Rescue 3. The usual donation bottle was set out, and over $214 was collected in it. Out of each entry, an additional $1 was donated to Rescue 3. All but one free entry also donated the $1.

The race started a little later than usual to accommodate the numerous late-comers. Into the first check it was Smith in the lead with Saltzman close behind. Rick Jones (Open Ex) was in the third spot followed by 250cc Experts Chuck Stearns and Ken Upp.

Sixth rider to come through the check was Mike Sixbery (250cc Ex), who had earlier decided not to ride the race because of a broken kick starter and had actually loaded up his gear and was heading out of camp when his folks showed up and he changed his mind.

Brett Howell (Open Ex) was in the seventh overall slot followed by Darin Cartwright (250cc Ex) and Verlyn Van Zee (Open Ex), with speedy Cliff Thomas ("C" Ex) rounding out the top ten.

In 11th was the first Amateur rider, Dave Chase (Open). In 14th was the second Amateur, Veteran Jan Morrision (Open) followed by the third Amateur, Chris Crandall ("C").

Morris Norman (Hwt Ex) had the Senior class lead with ageless Senior Art Knapp (Hwt Ex) not far behind.

The first Amateur 250cc machine was piloted by Scott Postma with second Amateur 250cc Ted Overholt nipping at his heels. Trudy Beck once again had a strong lead over the rest of the gals.

Ted Hunnicatt, Jr. (250cc) led the Novice herd into the first check with Grant Colberg (250cc), Bob Bauman (250cc), Rod Hawkins (Open), and Dennis Lovell following. Into the check next were Charlie Inman (250cc), Dan Shepherd (Open), Danon Clayton (C), Veteran Joe Penoncello (250cc) and Vet R. Wheeler rounding out the top 10.

First Beginner Jack Morrison (Open) was running right behind the Novice leader, with Richard Hall (Open) not far behind.

The final third of the first loop was a real challenge with much tight and interesting riding. As the riders came out of the last sandwash with the pits in sight the riders passed the "virgin" who was standing on a knoll above the trail in all her "natural" beauty. This year the sponsoring club had hit the jackpot by hiring Cissy, the centerfold for the July *Hustler* magazine. She was out there for only a short while, however, as she was also to act as "greeter" (semi-clothed, of course) at the finish line.

Through home check and out onto the second loop Smith led Saltzman. Sixbery was now in third followed by Jones, Upp and Stearns. Van Zee had moved into seventh with Thomas in eighth followed by Amateur Dave Chase and pie plate Troy Hollis (once a well-known terror on the trails in the early 70s).

The Beginners and Novice Trails took the checkered after this loop. They were led by Morrison, Hall, Mike Logan, and Dean Criske (all on Open bikes).

Mike Mahurin (C) was the next Beginner finisher followed by pie plater Anore Butcher (Open), Bill Conn (Open) and pie plater Mike Sorenson (C). Rounding out the top 10 were pie plater Richard Stowe (Open) and James Meng (250cc).

First trail was piloted by Dave Morrison (Novice). Robert Smith (Novice) was right behind him. Sean Ellison was the first Beginner Trail.

Out on the second loop Saltzman had managed to get the lead, but Smith was not to be denied. The two battled across the whoop-dees and over the ridge, dropping down to the finish with Smith once again in the lead for the overall win.

Back out on the course another battle was ensuing between two old rivals: Verlyn Van Zee and Mike Sixbery. Their "dueling days" dated back to high school when both attended Culver High in Culver City. Sixbery was always the football hero, track star, etc., while Van Zee was always trying too, but never able to do quite as well.

As this pair flew over the course Sixbery couldn't believe that Van Zee remained with him. Van Zee was having a ball. He finally was keeping up with the former "campus hero." As they went into the whoop-dees, Sixbery went crazy, but Van Zee backed off. No way was he going to crash just to keep up. Across the finish line it was Sixbery only a wheel length ahead of Van Zee. Both congratulated each other on a great race.

After Smith and Saltzman (first Vet Open Ex) had finished, a troop of 12 Novices came in. One had gotten off course and 11 more followed the dust. All were disqualified.

Upp (250cc Ex) finished third overall followed by C biker Thomas, who had really pushed hard the second loop. Brett Howell (Open Ex), followed in fifth. Then came Sixbery (250cc Ex) and Van Zee (Open Ex), with Stearns (250cc Ex), Rich Jackson (Vet 250cc Ex), and Eddie Whiteside (Vet Open Ex).

Although Chase (Open) had led the Amateurs through out the race, he had problems between fifth check and the finish, dropping from ninth to 14th overall with Crandall (C) taking over the lead. Chase finished right behind him. Overholt earned the first Amateur 250cc slot.

Knapp (Open) earned the overall senior honors, while J. Morrison (Open) took honors in the Vet Amateur class. Paul Zeigler (250cc) earned them in the Senior Amateur class. First Trailbike was piloted by Tom Mattox (Ex).

The Novice group was led by Grant Colberg (250cc) followed by Honnicutt (250cc), Rod Hawkins (Open), Roger Eggers (Open) and Pete Ellison (Vet Open).

There were more than the usual assortment of gals racing this race with this contingency led by Trudy Beck (Ex), followed by Lori Farmer (Ex), Jolene Payne (Am), Tricia Farmer (riding her first Amateur race and not doing badly at all), Patrice Payne (Nov), Judi Burley (Beg), Donna Green (Beg), and Sharon Young (Beg).

Late Sunday afternoon (5:30), after the race, Mike Mulconery of the Checkers crashed in a canyon while riding, and broke his pelvic bone and sustained two bad puncture woonds in his hip. It took the members of the Master Links and Harry of Rescue 3 until 11:30 p.m. to get him out, and then another three hours to get him into the hospital. He's home now and would like to hear from his friends. His address is 11023¼ Fruitland Dr., Studio City, CA 91604.

Fast Facts

Matt Devich
Motocrosser

Name/nickname: **Matthew Peter Devich/Devo.**

Date/place of birth: **December 18, 1960/ Orange, CA.**

Height/weight: **6'0"/160 lbs.**

Girl friend's name: **Shelly Rohrbach.**

Current residence: **Tustin, CA.**

Occupation: **Professional motocrosser.**

Hobbies/relaxation: **Girls, snow skiing and trail riding.**

Truck: **Ford.**

Favorite food/drink: **Burrito Supremes/ Hanson's grapefruit soda.**

First interest in bikes: **10 years old.**

First bike: **'73 Yamaha 100 MX.**

First race/outcome: **Motocross/second place.**

Most recent win: **OCIR night motocross on May 15.**

Size/make of current racing bike: **250cc Kawasaki Uni-Trak.**

Sponsors: **Champion Motorcycles, MX-Fox, UFO Manufacturing, Carrera, Spectro, Kal-Gard, WFO Dist., Answer Prod., Klotz Special Formulas, Scott's Scooter Serv.**

Tuner: **Chuck Hanson.**

Biggest gripe about racing: **Courses aren't challenging enough.**

Most respected rivals: **Andy Guth, Steve Banning.**

Reasons for racing: **It's fun, rewarding and the pay is good if you are fast.**

Future racing ambitions: **Become a factory rider and National Champion.**

Additional info: **Thanks to all of my sponsors; without them, I couldn't make it.**

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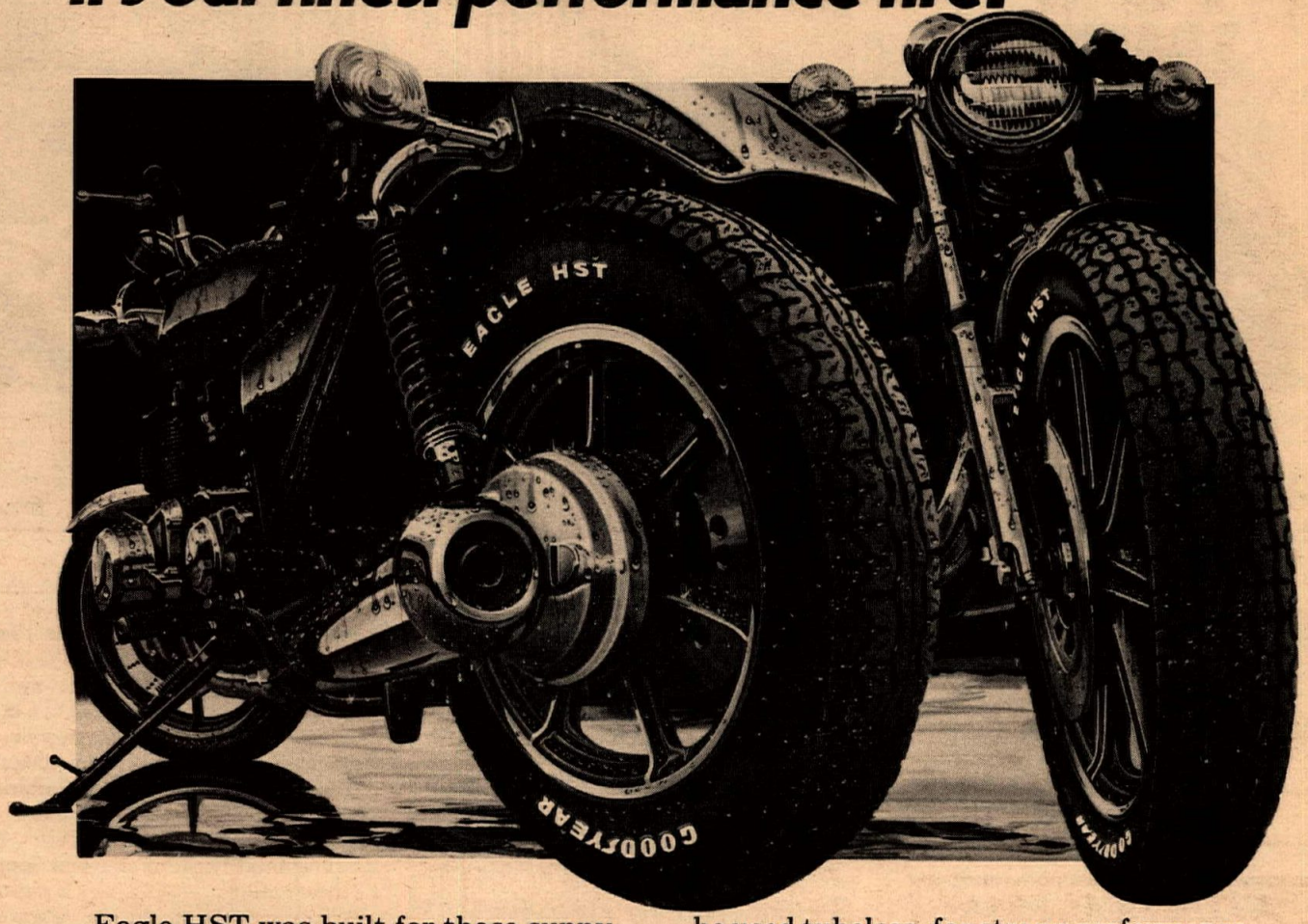

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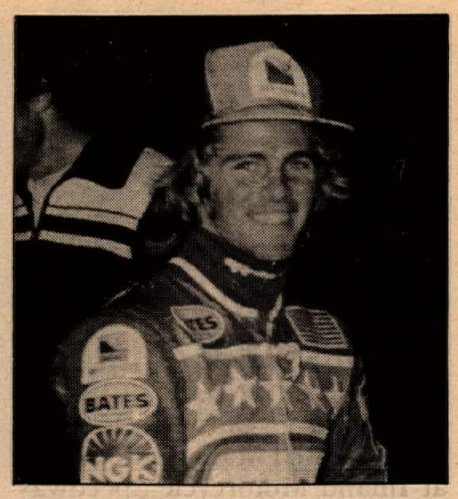
SPEEDWAY WEEK

Dennis Stewart is caught in First Division action at Ventura.



Penhall had two winning nights.

Choo Choo thrills the fans at Cal Expo

By Jann Houston
Photo by Charles Esgro

SACRAMENTO, CA, JUNE 6

A warmer evening greeted the fans as the second Friday night of Speedway 1980 got underway at Cal Expo. If the first two weeks are any indication, the number of Speedway fans in northern California are growing by leaps and bounds as more and more people realize that it is the fastest, most exciting motor sport in the United States today.

In the Scratch Main Dennis "Choo Choo" Robinson battled "Do It" Duane Yarrow in true Class "A" style, breaking in front on lap two. On lap three in turns three and four, "Flyin" Mike Faria, "Do It" Duane and "Incredible" Eddie Ingels turned the race into a scorekeeper's nightmare doing it sideways with a combination of grace and skill that makes it almost impossible to say two, three, four! The crowd was wild and on their feet as "Choo Choo" took the checkered flag with "Flyin" Mike taking a most unusual second, "Do It" Duane third and Ingels fourth. Racing like that brings the fans back! They love it!

The Handicap Main got off to a wild beginning with John Volk down in turn one, followed closely by Dave Faria — Mike's older brother — bouncing off the wall in turn two. John and Dave both recovered and were back in the race. Greg Martz, spending his first night in Division one after winning the Division Two Main on May 30, was the real surprise holding the lead over Mike Faria until the fourth lap when Mike moved into first. Greg held on for second, Tom Ferris was third, Marc Prince fourth, Dave Faria fifth and John Volk sixth.

The Second Division Main can only be called "The Race That Almost Was" or Class "A" Demolition Derby! As the starting gate went up, Joe LeDuc and Mike McDonald tangled in turn one. Red flag, restart! Bill Lingley and LeDuc were unable to restart. On the second start, Marv Webster and Mike McDonald collided in turn four for another restart. Restart three saw Craig Elstins take the lead, but his engine died in turn two of the second lap.

The Main became a Match Race between McDonald and Webster at this point. McDonald encountered mechanical problems on lap three, though, putting him out. Webster proceeded to take the checkered flag as The Lone Survivor! As Webster said, "The fittest survive!" It must also be noted he also survived the Trophy girl.

Gary Abel won the Third Division Main in his second Speedway race. Second went to "Old Timer" Bill Thomas, third to Doyle Jester.

Steve Miller, a Junior racer from Bass Lake, CA, won the Junior Main, followed by Harlan Bast, Jr, and Bart Bast.

Results

SCRATCH MAIN: 1. Dennis Robinson; 2. Mike Faria, 3. Duane Yarrow; 4. Eddie Ingels.

HANDICAP MAIN: 1. Mike Faria; 2. Greg Martz; 3. Tom Ferris; 4. Marc Prince; 5. Dave Faria; 6. John Volk.

DIVISION II MAIN: 1. Marv Webster; 2. Mike McDonald; 3. Craig Elstins.

DIVISION III MAIN: 1. Gary Abel; 2. Bill Thomas; 3. Doyle Jester.

JUNIOR MAIN: 1. Steve Miller; 2. Harlan Bast, Jr.; 3. Bart Bast.

Speedway opens in Napa wine country

By Jann Houston

NAPA, CA, JUNE 7

Excitement filled the air in the beautiful Napa Valley as a typical small town Saturday night crowd, obviously having a *real good time*, packed the grandstands at the Town and Country Fairgrounds awaiting the start of the first of eight scheduled Speedway races in the 1980 season.

Promoter/rider Dennis "Choo Choo" Robinson came to this race as the point leader in northern California after the first two Friday night races at Cal Expo. As the gate went up in the Handicap **Main**, "Choo Choo" got a "little head start" causing referee Ron Day to red flag the race and order a restart, sending Dennis from the 50 to the 70-yard line.

As the starting gate went up on the restart, there was little doubt that Dennis was going after that checkered flag with everything he had. He shot off the 70 past "Do It" Duane Yarrow and "Flyin'" Mike Faria. As he entered turn three, it was a battle with "Incredible" Eddie Ingels for third, Jerry Baugh in first and Mike DeLacy second.

On lap three, "Do It" Duane moved along the inside, passing the entire field into first. Ingels took second with Faria and "Choo Choo" side by side and sideways for third. DeLacy dropped to fourth and Baugh fifth.

It was in turn four of lap four that DeLacy came in on the inside "parking it" in front of "Choo Choo" causing a "Robinson Roll" into the wall at full throttle. Dennis made an attempt to get up, but the ambulance was called and it was off to Kaiser Hospital in Vallejo. The result — a broken left collar bone. This is the fourth for Dennis; the first three were the right side! It looks like Dennis will be a full-time promoter for a while, but you can bet he'll be back in his leathers on his bike the day the doctor gives his OK.

Due to the strict curfew in Napa, the ref called the race official with Yarrow first, Ingels second and Faria third.

The Scratch Main became a three-man race between Jim Ross, Mike Faria and Duane Yarrow with the loss of "Choo Choo" to the hospital. Ross jumped into first, but went high in turn three. At that point it became a thrilling two-man match race between northern Califorina's number one "Flying" Mike Faria and number two "Do It" Duane Yarrow. They gave the crowd their money's worth with unquestionably the most exciting race of the evening.

"Flyin'" Mike took the checkered flag in his well-known last minute style, putting his computer knowledge of the track to work.

The Division Two Main was won by a gentleman who readily admits to being older than most of the racers' fathers! Bill Thomas took home his first Speedway win, as well as a big kiss from the pretty trophy girl, making him feel a lot younger than his 50 plus years! A veteran of scrambles and enduro racing since the early 1950s, Bill first raced Speedway in '75. He says he got his license in '79, but, somehow, never got to the track! Second went to Ron Sweeton, third to Pat Linn.

The win in the Division Three Main went to Doyle Jester who retired from motocross six years ago. Doyle became fascinated with Speedway in recent years, bought a bike from Ron Day last winter and decided to give it a try. Not bad, Doyle! Second went to Danny Montgomery, third to Dan Sweeton.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Duane Yarrow; 3. Jim Ross.

HANDICAP MAIN: 1. Duane Yarrow; 2. Eddie Ingels; 3. Mike Faria; 4. Jerry Baugh; 5. Mike DeLacy; 6. Dennis Robinson.

DIVISION TWO MAIN: 1. Bill Thomas; 2. Ron Sweeton; 3. Pat Linn.

DIVISION THREE MAIN: 1. Doyle Jester; 2. Danny Montgomery; 3. Dan Sweeton.

Penhall — 2, Everyone Else — 0

By Bill R. Locey

VENTURA, CA, JUNE 10

"Super" Bruce Penhall lived up to his nickname — and then some — before the largest speedway crowd of the year at the Ventura Raceway. In a simply dazzling display on the big (well, pretty big) one-fifth-mile track, Penhall went under, over, behind, between, but mostly past the other riders, seemingly whenever he felt like it.

For example, in a Handicap heat, Penhall off the 50 hovered within striking distance for the first two laps getting used to the track and planning his night moves. And what moves they were! Full on the throttle and quick as a cat, Penhall went under Marty Spellman in the turn, then blasted between Marc Prince and Jeff Tomlin coming out of the turn, and caught and passed Lance King on the straightaway. After a frantic lap, Penhall closed to within range of the leader, Keith Chrisco, with but half a lap to go! Chrisco blocked Penhall on the outside line, but then Bruce faked inside, cut back to the outside, took Chrisco in the turn and beat him to the line by a wheel.

Mike "The Madman" Muntean took an exciting photo-finish victory from Brad Oxley and Charlie Morse in a Semi. In the other, Penhall waited a bit too long to make his move. After passing Denny Pyeatt, Chrisco and King, he locked up with Grant Salyers as the bikes touched around two turns, then passed him, too. Meanwhile Canadian Gary Ford off the zero (but not for long) had diligently built a sizable lead. After a speedy lap and a half, Penhall came up a wheel or so short.

Penhall wasted no time in the Handicap Main. In the third turn of the first lap, he went to the outside and passed Salyers, Muntean and Morse. With only two riders ahead and four laps to go, the conclusion was obvious. Brad Oxley was passed on the second lap, Ford held out until the third, leaving Penhall with a Sunday drive and a win...by plenty.

The Scratch portion of the program yielded similar results but lacked the excitement. Thanks to his powerhouse starts, Penhall didn't have to pass anyone since his Scratch rides were all well in hand by the second turn. The Main was interesting due, if for nothing else, to a lineup that read like a guest list from the Big House — "The Fox", "Crazy" Christian, "Bad Brad" Oxley and "Madman" Muntean.

Speaking of Muntean, I've never seen him ride better than he has this year. Tonight, he won three of his heats and made both Mains. "The Madman" is back!

Dave Van Horn, after seeing Bobby Hill blast between him and Pat Smith in a heat, had it under control all the way in the Main to take the D-2 trophy.

After coming close a few times, Kerry Miller in his fourth trip north, won his heat and the D-3 Main in convincing style.

More Penhall: He probably will not return during the regular season, but look for him at the Nationals. He says, "I guess I just wanna win another title." Now, if only we could convince some rich Arab to buy England and move the British Speedway Leagues over here where it's nice and warm...

Results

SCRATCH MAIN: 1. Bruce Penhall; 2. Mike Muntean; 3. Alan Christian; 4. Brad Oxley.

HANDICAP MAIN: 1. Bruce Penhall; 2. Brad Oxley; 3. Mike Muntean; 4. Charlie Morse; 5. Grant Salyers; 6. Gary Ford.
SECOND DIV: 1. Dave Van Horn.
THIRD DIV.: 1. Kerry Miller.
MATCH RACE: 1. Penhall def. King.

Christian and Schaeffer storm San Berdoo

By Scott Daloisio

SAN BERNARDINO, CA, JUNE 11

Alan "Crazy" Christian took his third Scratch Main of the season at Inland Motorcycle Speedway Wednesday night. Christian jumped out front from his number three starting position ahead of Mike Bast, Bruce "The Fox" Penhall and Gene Woods. Penhall received a huge ovation when he came out for the Main after being involved in a nasty looking accident in the Handicap Main. Woods moved around Penhall and his borrowed bike for third in turn one on lap two. Woods then took second from Bast at the end of lap two. Christian continued to lengthen his lead as Bast moved back alongside Woods and they battled side by side the rest of the way. Christian took the win by a comfortable margin over Bast, who beat Woods for second by inches with Penhall ending up fourth.

The Handicap Main started off with a bang as the red flag flew in turn one on the first lap. Steve Columbo spun while running second. Columbo's rear tire got a bit and rocketed the bike out from under him toward oncoming traffic. Columbo's bike met head on with Penhall, the front tire striking Penhall in the head. After a few tense minutes Penhall was helped back to his feet and was assisted to the pits while receiving one of many large ovations from the crowd to night.

On the restart, Kurt Strommer jumped out front for the second time from his ten-yard starting position over Craig Schaeffer, Keith "The Chrisco Kid" Chrisco and Dave DeTemple. Strommer got high coming out of turn four at the end of lap one dropping him to the back and giving the lead to Schaeffer. DeTemple used the high groove to take second from Chrisco and then moved to the inside to try to get by Schaeffer coming out of turn four on the final lap. DeTemple came up short as Schaeffer took a two bike-length win with third going to Chrisco over Strommer and non-finishers Penhall and Columbo.

Mark Milazzo, who said his bike wasn't working before his heat race, took the lead at the start of the Second Division Main and never looked back for his second victory of the season. Dwight Hill and Dave Van Horn got into a battle for second at the start followed by Dan Braviroff, Tom Hughes and John Foster. Foster went down in turn three on the second lap with Braviroff having problems at the end of lap three. Van Horn and Hill continued on with their exciting duel to the line with Van Horn getting second by inches behind Milazzo. Hill was third followed by Hughes, Foster and Braviroff.

Tom Conrad came back from a shoulder injury sustained while leading last week's Main to capture this week's Third Division Main. Conrad blasted into the lead at the start ahead of "Wild" Bill Bunting and Dennis Abbott. Bunting went down in turn four on lap one with Kerry Miller going down in turn one on lap two. Alan Davidson and Mark Stehovich

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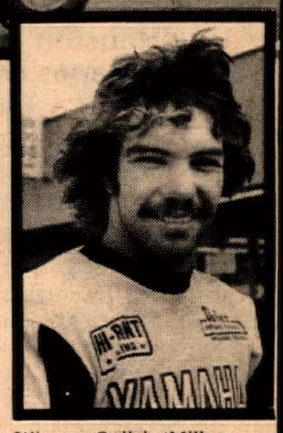

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got around Abbott to finish second and third. Abbott hung on for fourth ahead of Bunting and Miller.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Mike Bast; 3. Gene Woods; 4. Bruce Penhall.

HANDICAP MAIN: 1. Craig Schaeffer; 2. Dave DeTemple; 3. Keith Chrisco; 4. Kurt Strommer; 5. Bruce Penhall; 6. Steve Columbo.

SECOND DIV. MAIN: 1. Mark Milazzo; 2. Dave Van Horn; 3. Dwight Hill; 4. Tom Hughes; 5. John Foster; 6. Dan Braviroff.

THIRD DIV. MAIN: 1. Tom Conrad; 2. Alan Davidson; 3. Mark Stehovich; 4. Dennis Abbott; 5. Bill Bunting; 6. Kerry Miller.

MATCH RACE: 1. Bruce Penhall def. Dave Sims.

Penhall sweeps Ascot

By Gary Hoffman

GARDENA, CA, JUNE 12

Thursday was a special treat for speedway fans here at Ascot. Bruce Penhall came back from England to show 'em how it's done on the quarter mile. Recovering nicely from his crash yesterday at San Bernardino after coming in second place in his first race, Penhall went on to win every event he rode in. Starting with the Match Race against former teammate Michael Bast, Bruce won, choosing the outside position. As they shook hands, Mike said, "Don't make me look too bad!" The tape went up and the two riders were off with Penhall taking an early lead. Bast put the pressure on, but Bruce wouldn't sacrifice his lead and took the checkered flag.

The Handicap Main event had the crowd scratching thier heads in bewilderment as the red light came on when a bike went down between turns one and two while the green light stayed on. The starter didn't red flag the race till another lap had gone by, but officially, there had only been two laps completed so there had to be a restart.

Penhall, with a healthy lead, took the win with Denny Pyeatt in second place and Brad Oxley in third which, coincidently, was the way it finished the first time.

The Scratch Main event brought Mike Bast to the pole position with Penhall next to him followed by Oxley and Leni Faas. Penhall jumped out in front with Bast and Faas battling a close second. The battle stayed mostly for second place as Faas rode the track high, in Penhall's line, while Bast ran under him. Penhall crossed the finish line first, looking behind him in his usual fashion, as Bast managed to stay out front of Faas settling for the number two spot.

Bruce's presence brought the television people out to interview him and also brought several new people to Ascot for the first time. During half-time, Bruce said that he misses California very much, especially the girls. He said besides the opener this year, he has not ridden at Ascot in as much as four years. The bike he rode had been kept here, but he brought the motor (a Westlake) with him from Europe. When asked how he felt after his fall the previous day, he said that his face hurt a bit, but he was all right. He claimed he hadn't fallen in over three months.

When asked how the American team was going to do when he goes back to England, he said, "We're going to kick butts!"

The Second Division Main was fast paced with Henry Swank off the line fast for a lap till Dwight Hill snuck by. Later, Dave Van Horn took the number two spot in the very last turn, leaving Van Horn in the number three position.

Results

SECOND DIV. MAIN: 1. Dwight Hill; 2. Dave Van Horn; 3. Henry Swank.

HANDICAP MAIN: 1. Bruce Penhall; 2. Denny Pyeatt; 3. Brad Oxley.

SCRATCH MAIN: 1. Bruce Penhall; 2. Mike Bast; 3. Leni Faas.

Christian beats Penhall for #10

By Ken Kellogg

COSTA MESA, CA, JUNE 13

Having returned from England and dominating the other tracks, Bruce "The Fox" Penhall came to Costa Mesa with hopes of a clean sweep. Bruce is no dummy and said before the races that beating Alan Christian is tough, but beating him at Costa Mesa...well, we'll see.

Beside offering a different style of racing (he likes the outside), Penhall is one of the best looking riders in speedway and even worse, he's nice. He had time for everyone and it was quite evident after the races for at least 30 minutes. Bruce maintained a crowd of 50 people or more (seeking autographs mostly) and he seemed not to get bored with it. If he did, he didn't show it. I think a lot of riders who rush off after the races should look at Alan Christian and Bruce Penhall, two quality riders whose personalities add something extra to speedway, that something special that all the fans really enjoy (myself included).

The feature race, a two-lap fan pleaser, matched Christian against Penhall and the stands shook with fans cheering for their hero. When the gate went up, Bruce beat Alan to turn one. Christian tried to go inside and they nearly tangled, but Penhall pulled out first and maintained the lead to the checkered flag.

In turn one of the third Scratch Heat, Mike Muntean, Dave Sims, Steve Nutter and Shawn McConnell all hit turn one together and unfortunately three of the four went down in the kind of accident no one likes to see. Sims dislocated his shoulder and Nutter got a set of handlebars where it could have resulted in a hight voice. The worst happened to McConnell who received a broken upper arm, a possible broken collarbone and a possible back injury according to a paramedic on the scene. The race was restarted without McConnell or Sims.

The Scratch Main matched Lance King, Muntean, Penhall and Christian. Both Penhall and Christian had won every one of their heats to get here. The question on everyone's mind was if Penhall would stop Christian's total dominance of Costa Mesa.

The gate went up and so did Bruce. He was first into turn one with Christian and Muntean behind. Alan hit Mike's back tire and some soft dirt. Both King and Christian went down. The race was restarted.

The crowd was nearly silent and as the gate went up the crowd got so loud the ground seemed to shake. This time Christian and Penhall hit turn one almost together, Alan just slightly ahead. Christian closed the door by hugging the rail and Penhall was unable to go inside. He tried the outside on the third lap and just at that moment, Mike "The Mad Man" Muntean went under him and took second in turn two. Penhall moved back into second place, but he was riding the outside and had farther to go. Muntean stuck close to the rail and regained second place. Then King moved into third putting Bruce in an unfamiliar fourth place.

Penhall took third place back and on the last lap, tried to take second. Muntean again refused to give in.

The Handicap Main had as its farthest back yardage rider Steve Columbo from the 30. Jeff Tomlin got a good start, but Kurt Strommer was first into turn one. Strommer held the lead going into lap two, but Tomlin took the inside on turn three for the lead. Right behind Tomlin was Charlie Morse.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Mike Muntean; 3. Bruce Penhall; 4. Lance King.

HANDICAP MAIN: 1. Jeff Tomlin; 2. Charlie Morse; 3. Kurt Strommer.

SECOND DIV. MAIN: 1. Craig Bradley; 2. Dwight Hill; 3. Wes Randolph.

THIRD DIV. MAIN: 1. Alan Davidson; 2. Tom Conrad; 3. Eddie Clark.

Adamo scores two big ones in Caruthers

By Les Ryder

CARUTHERS, CA, JUNE 14

Frank Adamo of Taft, CA, scored victories in the "King of the Hill" match races and the Scratch Main event Satruday night in Caruthers. Adamo met Steve Lucero in the best-two-out-of-three match races and after a couple of close moments, came out on top. Lucero comes each week to prepare for his debut on the southern California circuit. Steve will be one to watch in the future.

Adamo had his work cut out for him in the Scratch Main when he met his teammate Grant Salyers, northern rider Buddy Robinson and the always tough to beat Dubb Ferrell. Adamo gated ahead of Ferrell and after one lap Dubb fell in an attempt to pass Frank. Salyers was right on Ferrell's heels and was unable to avoid him. Referee Le Roy Miller red flagged the race and after a quick check of Dubb's condition, allowed all four riders to restart. This time Adamo went all the way with Salyers right behind him, pushing. Robinson was back a bit in third and Dubb dropped out with problems.

Lucero won the Handicap Main from the 40-yard line with Adamo, starting from the 50, hot on his heels. Lucero had to work hard for this win. Rick Farron looked as if he would go wire to wire for the checkered flag until Lucero and Adamo found a way to get by him putting him in third, followed by Randy Tompkins and Bert Stephans, both Caruthers hometown stars, and Grant Salyers.

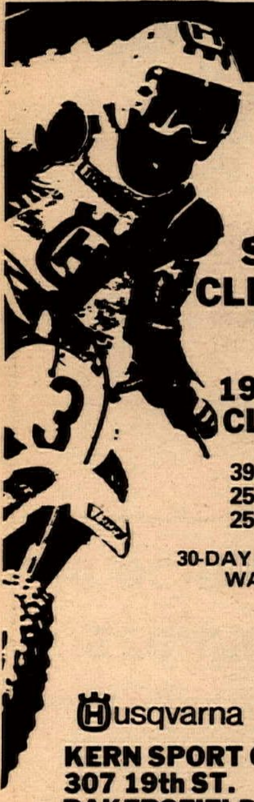
The Central Valley Speedway Club had two surprises Saturday night for the riders and the spectators. They were treated to a much improved race track. Smooth, no holes and a consistent surface improved the show for everyone. Surprise number two was the short return from retirement of a local favorite, Danny Fletcher. Danny surprised everyone in his Scratch heat by beating Frank Adamo to the first turn and holding on for the heat win with Frank in a close second. Later Danny announced his plans to retire again, for maybe a couple of weeks.

The Challenger Main event showed that the new riders enjoyed the smooth track. Gene Conners won with northern rider Rocky Robinson in second, Johnny Greer third and Dave Cox in fourth. •

Results

SCRATCH MAIN: 1. Frank Adamo; 2. Grant Salyers; 3. Buddy Robinson; 4. Dubb Ferrell

HANDICAP MAIN: 1. Steve Lucero; 2. Frank Adamo; 3. Rick Ferron; 4. Randy Tompkins; 5. Bert Stephens; 6. Grant Salyers.



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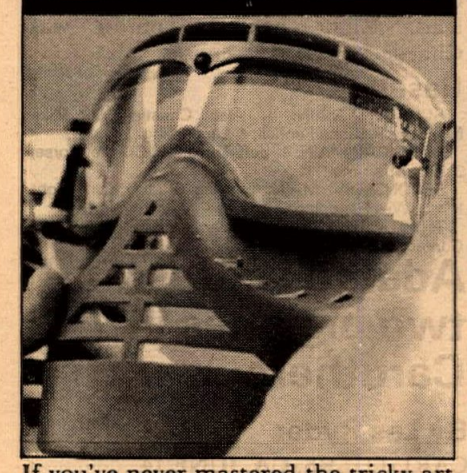

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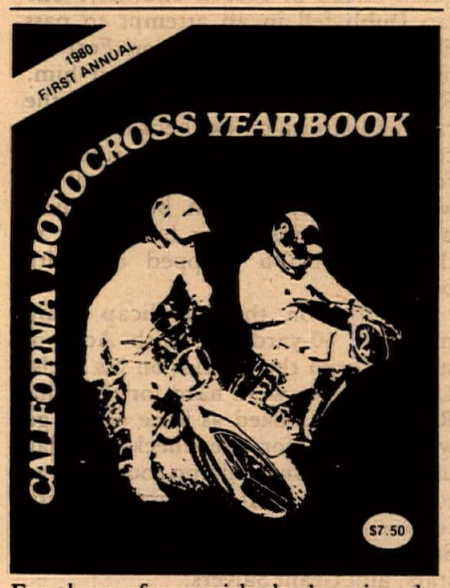
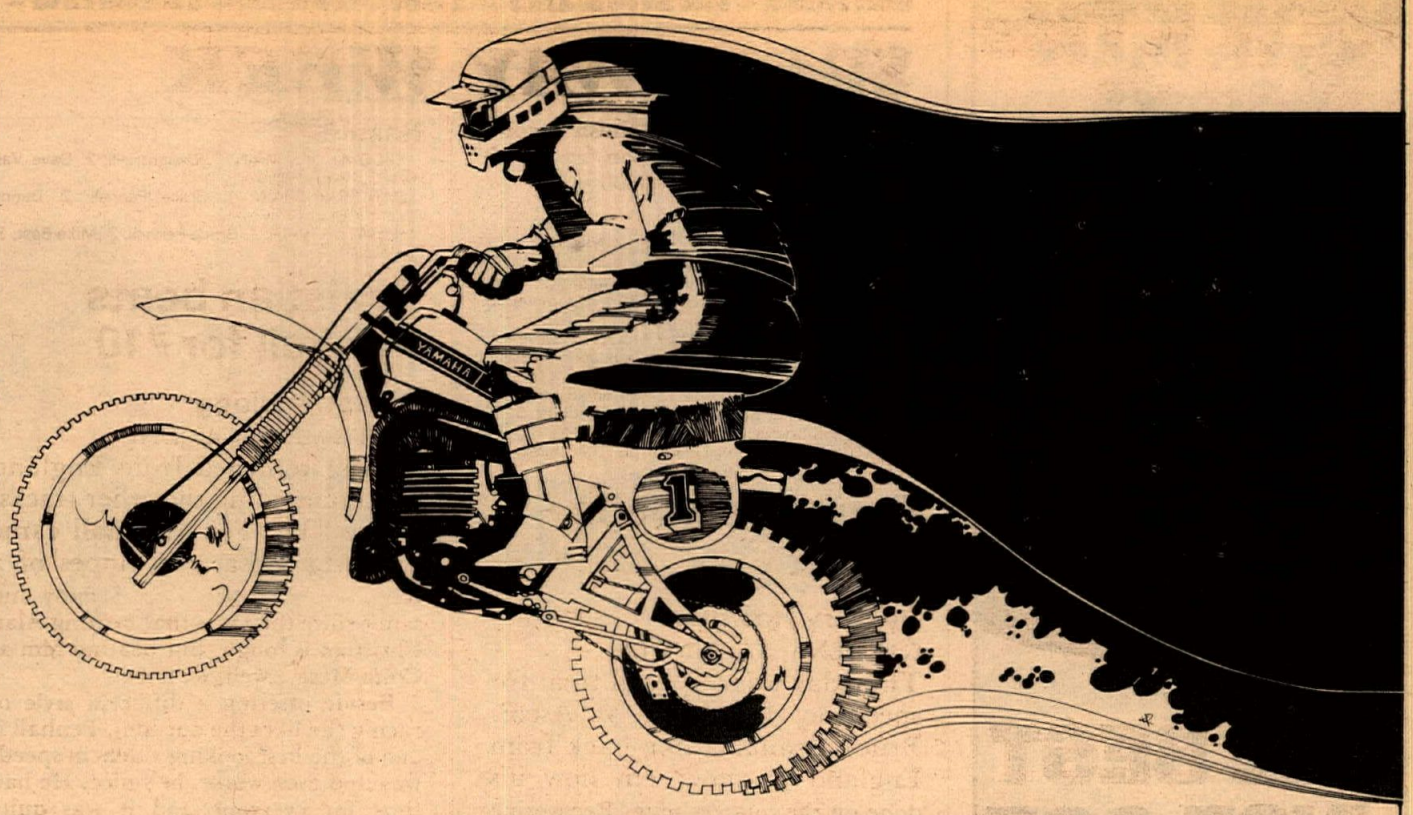


For those of you with the burning desire to know who placed in the top three of any class in any motocross race held anywhere in California in 1979, there is now a suitable reference work. The *California Motocross Yearbook,* researched and edited by John Bethea, has just been published, and it contains reams of MX information. If you want to know who has the most Pro wins in California ever (Rex Staten, 212), or who had the best total performance in 1979 (Dave Wood) or how many wins Roger DeCoster has scored in the Golden State (8), the book has the answer, along with the results of every motocross held last year. Bethea spent thousands of hours researching the book (much of the material comes from *Cycle News)* and its 377 pages contain over 10,000 different names. It's yours for $7.50 (California residents add 6% sales tax) by writing to Yearbook, c/o Cycle Sport, Dept. CN, P.O. Box 7931, Long Beach, CA 90807. Allow 2-3 weeks for delivery.



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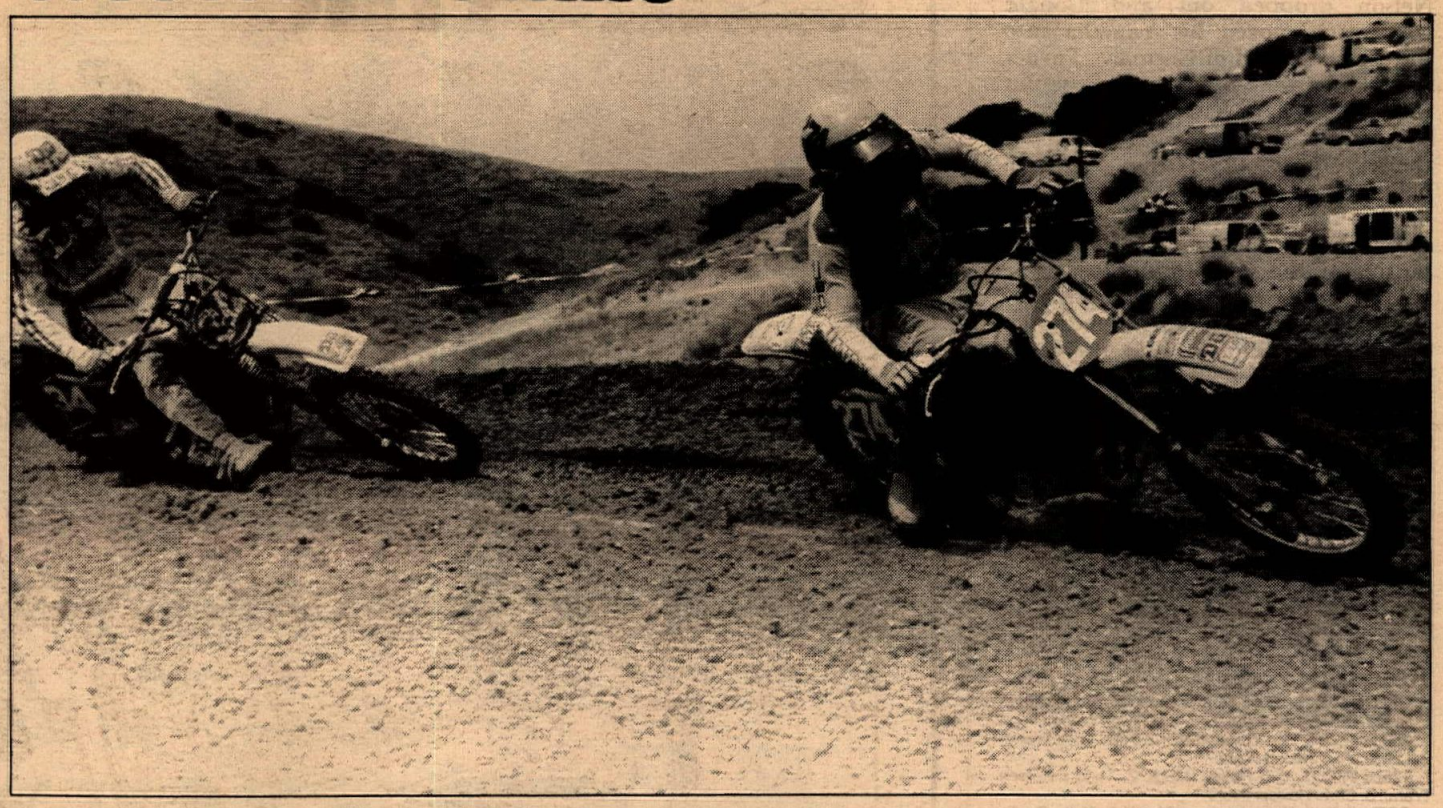

Steve Banning leads Pete Snorteland in the 250cc Pro class at SSM's Saddleback Suzuki Series opener.

SSM double winner Ron Turner (9) pursues Lance Moorewood in the 250cc race.

"Burner" Turner tops two at SSM series opener

By Terry Whytal

ORANGE, CA, JUNE 7

A large turnout of riders and spectators watched Suzuki rider Ron "The Burner" Turner run away with the 250cc and Open Pro races, at the first round of the SSM Summer Series sponsored by Saddleback Suzuki.

Turner's victory came at the expense of some top southern California talent like Yamaha rider Tim Lunde, Maico rider Val Tamietti, Husky ace David Gerig and Honda-mounted Scott Johnson.

The first moto of the 250cc Pros featured Yamaha rider Lance Moorewood as the early leader. Kurt Sofka put his Yamaha into second at the start followed by Turner and Yamaha riders Steve Banning and Pete Snorteland, both of whom would fall victim to the double jumps.

On lap two Turner put the move on Sofka and Snorteland worked his way past Banning. Gerig and Lunde settled in at sixth and seventh with Craig Gormley sliding his Yamaha into eighth ahead of Tamietti.

On lap four Banning made a rather harsh and sudden landing on the far side of the double jumps and spent a few laps regaining his breath. Two laps later and Turner danced past Moorewood and into the lead. Snorteland kept the pressure on Moorewood for a few laps before slowing in an effort to save his rear wheel which was in a fragile condition and would later fail completely in the second moto.

As Turner lengthened his lead out front, Lunde found a couple of horses tucked inside his YZ and picked off Gerig, Sofka and Snorteland in short order. With two laps remaining in the race Lunde set his sights on Moorewood and swept past as the white flag came out. Turner was the nearly inevitable winner with Lunde a remarkable second followed by Moorewood, Snorteland and Sofka.

Sofka timed the gate perfectly to take the second moto holeshot with Johnson second and Yamaha rider Matt Nelson third. On the second go-'round Johnson charged past Sofka as

Nelson dropped out and Donald Draskovich moved his Yamaha into third place ahead of Gormley. Turner and Lunde were off to bad starts but within a few laps had displaced many competitors and were challenging for the front positions. Turner moved in behind Johnson and the two riders battled for the lead for most of the second half of the moto. Johnson was putting on the ride of his career as he held off repeated charges by Turner. With two laps to go, Turner found an opening and slipped into the lead. Johnson made several attempts to repass but got a little sideways over the scoring jump and did a vicious endo that scared everyone and left Johnson battered and shaken.

Turner rode on to clinch the win as Draskovich held off Lunde to finish second. Lunde picked up the second overall purse money with Moorewood taking third and Draskovich fourth with an 8-2 score.

Results

OPEN PRO: 1. Ron Turner (Suz); 2. Bob Marino (Yam); 3. Clint Hardick (Suz).

250cc PRO: 1. Ron Turner (Suz); 2. Tim Lunde (Yam); 3. Lance Moorewood (Yam).

125cc PRO: 1. Jim Holley (Mug); 2. Todd Petersen (Yam); 3. Chris Heisser (Hon).

OPEN INT: 1. John Lusigna (Yam); 2. Kelly Saulie (Yam); 3. Gary Riechenbach (Yam).

250cc INT: 1. Tom Makowski (Yam); 2. Bill Harry (Yam); 3. Todd Simmons (Suz).

125cc INT: 1. Vaun Butler (Yam); 2. D. Hulen (Suz); 3. Randy Skinner (Hon).

OPEN JR: 1. Gary Gonzalez (Mai); 2. Randy Rienhard (Mai); 3. Mark Downs (Yam).

250cc JR: 1. Kenny Parry (Yam); 2. Warren Lowe, Jr. (Suz); 3. Bill Hair (Yam).

125cc JR: 1. Mike Fedorow (Yam); 2. Butt Linden (Yam); 3. Rick Kramer (Yam).

OPEN BEG: 1. Nick Costello (Suz); 2. Andre Buthcher (Suz); 3. Mike Slater (Yam).

250cc BEG: 1. Lance Travis (Suz); 2. Frank Rodriquez (Hon); 3. Ken Lindenman (Yam).

125cc BEG: 1. Phil Pierce (Suz); 2. Jim Cobham (Yam); 3. Luis Rivera (Yam).

MINI BEG: 1. John McIntyre (Suz); 2. Todd Cameron (Kaw); 3. Dave Perry (Suz).

Benavidez both ways at Corona

By Ron Lawson

CORONA, CA, JUNE 6

Juan Benavidez once again walked away with the 250cc Pro win at Corona Raceway last Friday night, and just to round the night off he won a special reverse moto held at the end of the races as well.

The only person all night who was able to match Benavidez's pace was *Cycle World's* Don Griewe (C-A), who snared the moto one holeshot and led all the way to the flag. Benavidez came off the line poorly, but at the end of the first lap he was in seventh and moving up. When he piloted his support Can-Am into the fourth spot it took him several laps to get around Maico mounted Greg Zitterkopf, but when he did he instantly moved up on second place Keith Williamson (Yam). Two laps later, Benavidez was in second place and moving closer to Griewe, but a crash put him back behind Williamson at the finish and gave Griewe the win.

In round two Griewe got the holeshot, but surrendered it to Benavidez on the second lap when his chain broke. From there on in it was Benavidez on top. Scott Wilkinson (Kaw) held down second for most of the race, but Williamson passed him to take the spot at the checkered flag.

After the race ended, the riders immediately lined up again for a four lap moto around the track backwards. The first two turns looked slightly ridiculous, with riders not quite able to figure out which way to go, but eventually they got it straightened out. Benavidez fell in one of those turns, but remounted fast enough to pass Griewe on the first

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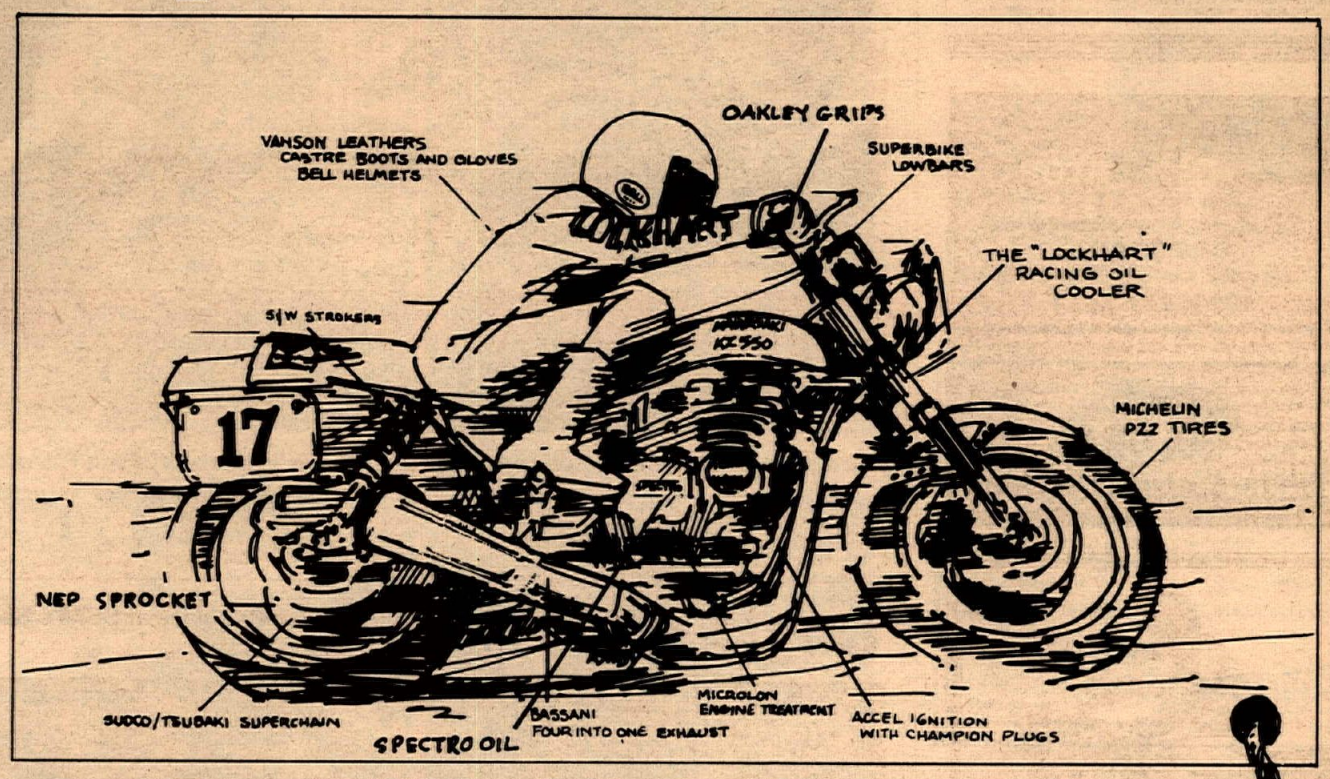

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Greg Zitterkopf (73) and winner Juan Benavidez in Corona 250cc Pro action.

Richard Hoffman (88) and Roy Vopal get very close at DeAnza.

lap. But Griewe repassed him on the next lap, and so it went for all four laps. On the last time around, Benavidez was leading when he went down, taking Griewe with him. This put Wilkinson in front, but only briefly. He went down several turns later, giving the lead back to Benavidez, who managed to keep it up long enough to win.

The runaway winner of the sportsmen was Mike Blake (Hon), who led every lap of both motos of the 250cc Intermediate class. In the first round Mike Knueven and his new Can-Am took second while John Mazzacane (Kaw) was third. Mazzacane came together stronger in the next race when he took second over Ken Campbell (C-A) and Knueven.

Results

WOMENS: 1. Lisa Mazzacane (Hon); 2. Yvette Lyle (Yam); 3. Monet Harshman (Yam).
125 BEG: 1. Keith Chapman (Suz); 2. Rich Torkelson (Kaw); 3. Con Bermer (Yam).
125 BEG: 1. Gary Vinson; 2. Mike Canada; 3. Roman Pierson.
125 NOV: 1. Brad Fay (Hon); 2. Ken Bradshaw (Hon); 3. Jeff Frye (Hon).
125 INT: 1. Chip Vogel (Yam); 2. Harley Hall (Yam); 3. Dave Odem (Suz).
125 PRO: 1. Brent Blount (Yam); 2. Mike Edson (Yam); 3. Ryan Eide (Suz).
250 BEG: 1. Don Pettingill (Yam); 2. Doug Davenport (Yam); 3. Brian Griewe (Kaw).
250 NOV: 1. Tim Rash (Yam); 2. Chris Fleming (Yam); 3. Tanner Gil (Yam).
250 INT: 1. Mike Blake (Hon); 2. John Mazzacane (Kaw); 3. Mike Knueven (C-A).
250 PRO: 1. Juan Benavidez (C-A); 2. Keith Williamson (Yam); 3. Don Griewe (C-A).
OPEN BEG: 1. Mike Upton (Yam); 2. Ray Soloman (Hus); 3. Ron Gray (Yam).
OPEN NOV: 1. Gary McClaskey (Mai); 2. Jay Conoway (Yam); 3. Gary Bunn (Hus).
OPEN INT: 1. Ron Lawson (Suz); 2. David Williams (Yam); 3. Roger Gaurd (Hus).
MINI BEG: 1. Todd Cumming (Hon); 2. Ron Williams (Yam); 3. Shawn Davidson (Yam).
MINI NOV: 1. James Conti (Hon); 2. Jerry Reyes (Kaw); 3. Dave Roach (Yam).
MINI INT: 1. Steve Morehouse (Kaw); 2. Phil Smith (Suz).
100 BEG: 1. Greg Kopp (Yam); 2. Frank MiHacovick (Suz); 3. Steve Nixon (Suz).

Racing gets hotter at DeAnza

By Ron Lawson

SUNNYMEAD, CA, JUNE 8

While the temperatures at DeAnza Cycle Park couldn't be considered hot by normal summer standards, it was the warmest Sunday so far this season and riders unaccustomed to the heat were feeling the effects. In the 250cc Pro class, Greg Zitterkopf (Mai) was the hottest rider, but he couldn't put it together well enough to take the win away from DMG's Pete Murray (Mai), who rode smoothly to the front of both motos.

In round one, Zitterkopf got a last place start, but the field was smaller than normal and he quickly put himself in the lead. Murray was in fourth behind Clint Tarvin (Hon) and his brother Chris Tarvin (Hon) for the first few laps before moving into a distant second. Zitterkopf was pulling away with the lead, but in the last half of the race his chain became unrailed. He got it back on the sprockets fast enough to save third place, but then he began having brake troubles also. At the end of the race, Zitterkopf managed to move past Chris Tarvin for second.

With several parts borrowed from another bike, Zitterkopf again took the lead early in round two with Murray close behind. Once again, however, mechanical troubles forced him to surrender the lead in the last half of the race. Murray took the win far ahead of second place Bob Stephenson (Yam) and Chris Tarvin. The overall results were the same as the last moto's.

Kenny Campbell took his third Intermediate win in four weeks, and what made it interesting was that all three wins were on different size machines. After taking the Open and 125cc classes in past weeks, it was time to try the 250cc class. The first moto was taken by Mark Branch (Suz) over Campbell, Aurelio Siracusa (Kaw), who was putting in his first Intermediate ride and doing quite well, and Kelly McGuire (Yam).

The second moto was taken by Campbell when he piloted his Can-Am past Branch on the second to last lap. Duane Mapes (Mai) had been in the lead, but he went down, giving the win to Campbell. Siracusa also managed to pass Branch in the final laps to take third overall. McGuire was fifth for fourth place over Eric Cayhak (Yam). •

Results

PEE WEE: 1. Mike Michetti (Yam); 2. Tim Galatioto (Yam); 3. Allen Brehm (Yam).
MINI BEG: 1. Danny Cantley (Kaw); 2. Gavin Garcia (Suz); 3. Patrick Beckley (Suz).
MINI NOV: 1. Mike Thompson (Kaw); 2. Jimmy Palmer (Yam); 3. Michael Peters (Yam).
MINI INT: 1. James McManus (Suz); 2. Charlie Taylor (Suz); 3. Kevin Smith (Kaw).
125 BEG: 1. Ron Urman (Yam); 2. Bryan Davis (Kaw); 3. Larry Shafer (Kaw).
125 NOV: 1. Toni Siracusa (Suz); 2. Jim Pearson (Suz); 3. Dan Bonelli (Hon).
125 INT: 1. Ti Swartz (Yam); 2. Richard Hoffman (Suz); 3. Dan DeYoung (Mai).
125 PRO: 1. John Chwastyk (Yam); 2. Mike Edson (Yam); 3. Dave Coyle (Suz).
250 BEG: 1. Ross Janke (Suz); 2. William Kantos (Yam); 3. Mark Shannon (Yam).
250 NOV: 1. Peter Cervantes (Suz); 2. Ron Harrison (Yam); 3. Chuck Wheeler (Suz).
250 PRO: 1. Pete Murray (Mai); 2. Bob Stephenson (Yam); 3. Chris Tarvin (Hon).
OPEN BEG: 1. Lance D. Ives (Suz); 2. H. Thomburg (Yam).
OPEN INT: 1. Ross Thompson (Kaw); 2. Ron Lawson (Suz).
OPEN PRO: 1. Joe McManus (Suz); 2. Joe Stern (Mai); 3. Eddie Michetti (Mai).

Briggs blasts Saddleback D-37 TT

By Jerry Greer

ORANGE, CA, JUNE 8

Saddleback was hot and so was the racing! A new track greeted the dirt trackers and had them flogging gears, jets and pipes after practice. Five turns, a good airborne jump, and a big uphill berm left hander corner had everyone cutting different lines on the Dallas Baker-prepared track. The Orange County Motorettes, the latest club to jump on the bandwagon and sponsor a dirt track race, did a great job their first time out. They rounded up $150 in contingency prizes and several Blue Magnum E.I. carburetors for class wins, in addition to the usual Pro bucks and Sportsman trophies.

Minis ran combined and the same story emerged, with Brent Bowers, Curtis Cannon and Mike Kirby having a Tong War! Kirby won one and crashed one, finishing fourth for the effort. Cannon won.

The 125s also ran combined, and was an agressive, crash-marred show. Ron Bell won overall, but there was some ferocious dicing among Ted Thompson, Roger Thompson, Chris Cannon and Joseph Peterson. John Barricklore was also putting moves on everyone, too.

When the 250cc Novices run, everyone stands back. The class is big, and the riders are crazies. Chris Chandler won the class convincingly in a very un-crazy, very controlled ride all day. John Perez, on a motocross scooter, diced alternately with Bruce Windham, Jim Steinz and Mark Coker. He whipped 'em for second.

Beginning with the 250cc Experts, a pattern began to emerge. Smart lines and sharp throttle control counted more on the tight track than a low number plate and light-switch horsepower. Tommy Walton, still off-song from his recent shoulder injury, won the 250cc Expert go, but barely. Brian Speaks, signed up as a pie plate Expert and kicking around on an old Honda Elsinore, beat Walton in one moto, and finished a *close* second overall, with Randy Bird getting his new equipment sorted out for a third overall.

The 500cc Novices sounded every bit like the Rolling Thunder Winston Pro dirt track show at Ascot. Tons of 500cc thumpers sounded great! Hope th AMA listens up and heeds the need for a return to 500 Singles! John Perez won the dice hands down. He's definitely ready to move up to the Amateur ranks. Ron Bartels took second, and Keith Guthrie styled his way to third. Gene Chandler got the "Drive of the Day" award for his swell forward exit over the bars, followed by a series of aerial I-think-this-is-gonna-hurt tricks, consummated by Dave Deporte cleanly crashing into him. Great show, guys!

The 500cc Amateurs consisted of only four entries who viewed each other as moving targets, with Greg Beloit out-manuvering them to win the thing. Sorta like wall-ball on dirt.

With new forces in the picture, the 500cc Expert show shaped up to be a fence hanger. Randy Blevins, a motocrosser, won his heat dicing with Robert Tryon, the son of Bob Tryon, Triumph kingpin of days gone by. Blevins was a rocket. Heat two was won by Dennis Briggs, who introduced Blevins to dirt track. Chris Cannon, another low number plate having an off-song day, had to win the semi to get into the program. The final was to be the best jam of the day, with everybody rolling the flag in unison for a bar-bending first corner wedge! Blevins, Briggs and Rex Hailey went at it immediately, with Briggs eating Blevins' roost. Two totally different lines, crossing inches apart on every one of the five different corners, lap after lap. Somebody had to punch out/off!

It turned out to be Blevins, as Briggs stayed up when Blevins did an outta shape bounce off him. Hailey finished second, proving his number two Expert District plate is earned. Mark Cain earned a hard fought third.

Miles Strickland won the Open class on a motocrosser, breaking the hearts of Vertical Twin lovers. Larry Bird and Tom Walton finished second and third.

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Western hotline

Sam Storer (12) led Ronnie Lechien only briefly at CMMC Barona Oaks.

Minert, Bird and Bartels did bank shots off each other in the senior class, and Ed Carroll (AMA District 37 steward) reflexed the starter with a zero-reaction-time motor bog.

Rob Pfetzing was all class on his Only The Best Distributing sponsored Yamaha in the 250cc Pro go. He is as smooth as they come, and getting measurably better as the year progresses.

The Open Pro go was won by Briggs, but oh, the way he had to ride to beat Blevins. Moto two had Blevins and Cannon crashing into each other mid-air over the jump, with Blevins derailling his chain to finish ninth. Jay Lewis rode 4-3-3 to finish the day in second overall with Blevins' 1-9-2 finish good for third overall. Craig Williams finished fourth in the hunt on his hot rod bored and stroked Suzuki lunger.

The TT National Qualifier is coming up immediately. Prep your equipment, and get your head dialed up for some heads up racing to qualify for the National Sportsman program. Call Ed Carroll at 213/371-7356 for details. Dirt Track is back, and cookin'!

Snorteland takes two at AME Indian Dunes MX

By Laura Richard

VALENCIA, CA, JUNE 8

The 250cc Pros had the first go at the track and as some of the hottest of the local riders left the gate for the first round, it was Yamaha-mounted Marc Parkinson taking the holeshot and the lead, with Yamaha rider Monte McCoy filling the second spot and DG Yamaha pilot Pete Snorteland holding down third. Snorteland overtook McCoy and Parkinson to take the lead, and with Snorteland in the lead McCoy was able to put the pass on Parkinson to settle into the second place spot. Snorteland held onto the lead to take the first moto win.

Round two saw LOP/Yamaha support rider Mike Brown take the holeshot with Snorteland behind in second and McCoy in third. Brown showed some real talent and captured the win for the second round but his fifth place finish in round one only enabled him to take home the third place honors with first going to Snorteland and second to McCoy.

Snorteland was out to show everyone that he could take the overall win in the Open Pro race also, as he won the first moto followed by International Yamaha rider Mark White and Track n' Travel's Andy Jannings (Mai) in third. Snorteland had to settle for the second place spot in the second round as Suzuki-mounted Ken Zahrt took first place honors. The overall went to Snorteland with Zahrt taking second and third going to White.

LOP Yamaha-mounted Mike Brown made it look easy in the 125cc Pro race as he took back to back wins, with seco second going to Yamaha's Steve Schmitz and third going to Kolbe Honda rider Larry Baker.

Results

125 PRO: 1. Mike Brown (Yam); 2. Steve Schmitz (Yam); 3. Larry Baker (Hon).
250 PRO: 1. Pete Snorteland (Yam); 2. Monte McCoy (Yam); 3. Mike Brown (Yam).
500 PRO: 1. Pete Snorteland (Yam); 2. Ken Zahrt (Suz); 3. Mark White (Yam).
125 INT: 1. Pat McConnel (Yam); 2. Bruce Maynor (Hon); 3. Jerry Cochran (Suz).
250 INT: 1. Richard Isings (Yam); 2. Brand Johnson (Suz); 3. Erin Buskirk (Suz).
500 INT: 1. Brand Johnson (Suz); 2. Duane Greer (Yam); 3. Doug Van Duzen (Mai).
125 JR: 1. Mike Wolfe (C-A); 2. Ronnie Lewis (Suz); 3. Eddie Hatch (Suz).
250 JR: 1. Todd McDonnald (Yam); 2. Craig Staton (Yam); 3. Dan McNulty (Mai).
500 JR: 1. Bill Andrews (Hus); 2. Eddie Rea (Hus); 3. Dave Welty (Suz).
VETS EX: 1. Steve Oglesby (Mai); 2. Gary Willison (Mai).
VETS JR: 1. Dave Greko (Mai).
100 INT: 1. Rick Houghtaling (Suz); 2. Gene Stephens (Suz).
ODYSSEY STK: 1. Todd Camnody (Hon); 2. Robert Faddis (Hon); 3. Craig Smith (Hon).
83cc mini ex: 1. Johnny Kight (Yam).
83cc MINI INT: 1. Alan Lippie (Yam); 2. Steve Van Duzen (Yam); 3. Scott Morrison (Suz).
83cc MINI JR: 1. Tony Puga (Kaw); 2. Joseph Lozano (Yam); 3. Gilbert Rivera (Suz).
61cc MINI INT: 1. Kyle Lewis (Yam); 2. Danny Lamb (Yam).
61cc MINI JR: 1. Denny Ladd (Suz); 2. Kayle Johnson (Suz); 3. Joe Brown (Suz).
PEE WEE: 1. Steven Kotajarvi (Ital); 2. Dustin Evens (Ital); 3. Joseph Lane.

Lechien, Hopwood hot at CMMC Barona Oaks

By Rod Eschenburg
Photo by Photo Cross

SAN DIEGO, CA, JUNE 1

The "Racin' Machine," Ronnie Lechien, and his trusty Yamaha Motor Corp. machines once again went six for six as Lechien grabbed both the Stock and Modified Expert Mini classes plus the special Open 105cc class.

As usual, it was Kawasaki Motor Corp. rider Sam Storer and Seer-Maxima Suzuki hot shoe Kenny Dunlap who provided the competition with Storer the only one to lead any laps over Lechien. Storer looked like he might snap Lechien's win streak in the second moto of the Stocks, but all of a sudden — zap — it was all over and Lechien once again ran away. In the Modifieds, Lechien was running only three seconds per lap off of David McGhee's 125cc Expert time!

Speaking of McGhee, the defending Barona Oaks Champ is still in a class by himself, as he was only headed momentarily in one Expert 125cc class moto by new Expert Scott Swift, who is really starting to look good.

The top motorcycle classes Sunday were once more the Intermediates though, as Honda of Poway rider David Hopwood scored exciting wins in both the Stock and Modified classes. Even though Hopwood went two for two in the stocks, new Intermediate Randy Rush (Hon) gave him plenty of racing in the first moto and Yamaha rider Bob Carne stayed with him in the second round. The Modifieds were a real cliff hanger for Hopwood as he had to battle his way up to a third behind Rich Smith and David Crowson after a dismal start in the first moto. In the second go-'round, Hopwood went to the lead early with Smith falling as he went onto the main course from the gate and Crowson also having troubles. Crowson and his Town and Country Kawasaki finally battled his way to fifth and a second overall, but Smith could only get back to sixth and Hopwood had the overall win. Bob Carne looked the best he has this year with a third overall.

Returning to the Minis, two new Novice riders are emerging as the ones to watch in the future as Mitch Palmer (Suz) and Mike Gilmartin (Suz) swapped wins with Gilmartin taking the Modifieds and Palmer squeaking out the Stock win. Third place in both classes went to a fast improving Jeff McCoy. Gilmartin was the first graduate of the new Beginner class at Barona Oaks this year, and at the rate he is going he should be an Intermediate by the end of summer.

And finally, reminding all Mini and 125cc motorcycle riders, on the 4th of July weekend it will be three days of racing this year at Barona Oaks. Friday the 4th is a regular CMMC point race, and on the 5th and 6th, Saturday and Sunday, it will be the traditional NMA Nationals. As always, overnight camping is available with the usual great Barona evening doings.

Results

MINICYCLE CLASSES
STOCK EX: 1. Ronnie Lechien (Yam); 2. Sam Storer (Kaw); 3. Kenny Dunlap (Suz).
MOD EX: 1. Ronnie Lechien (Yam); 2. Sam Storer (Kaw); 3. Kenny Dunlap (Suz).
105cc OPEN: 1. Ronnie Lechien (Yam); 2. Kenny Dunlap (Suz); 3. Sam Storer (Kaw).
STOCK INT (12-16): 1. Thor Bjornestad (Kaw); 2. Richie Dobbs (Yam); 3. Chris Sparks (Kaw).
MOD INT (12-16): 1. Richie Dobbs (Yam); 2. Thor Bjornestad (Kaw).
STOCK NOV (12-16): 1. Mitch Palmer (Suz); 2. Mike Gilmartin (Suz); 3. Jeff McCoy (Suz).
MOD NOV (12-16): 1. Mike Gilmartin (Suz); 2. Mitch Palmer (Suz); 3. Jeff McCoy (Suz).
BEG (12-16): 1. Eric Dickerhoff (Kaw); 2. Mike Hart (Suz); 3. Kevin Nolan (Kaw).
STOCK INT (9-11): 1. Frank Brundage (Suz); 2. John Conney (Yam); 3. Brad Johnson (Yam).
MOD INT (9-11): 1. Frank Brundage (Suz); 2. John Conney (Yam).
STOCK NOV (9-11): 1. Steve Hale (Suz); 2. Dax Billings (Yam); 3. Gary Salter (Kaw).
MOD NOV (9-11): 1. Gary Salter (Kaw); 2. Dax Billings (Yam); 3. Space Schrinner (Yam).
BEG (9-11): 1. Shane Wimberly (Suz); 2. Paul Cortez (Yam); 3. Mike Dickerson (Yam).
MOTORCYCLE CLASSES
125 STOCK EX: 1. David McGhee (Yam); 2. Scott Swift (Yam); 3. Brian Thomas (Kaw).
125cc MOD EX: 1. David McGhee (Yam); 2. Scott Swift (Yam); 3. Brian Thomas (Kaw).
125cc STOCK INT: 1. David Hopwood (Hon); 2. David Crowson (Kaw); 3. Bob Carne (Yam).
125 MOD INT: 1. David Hopwood (Hon); 2. Donnie Haries (Kaw); 3. Mike Dodge (Yam).
125cc STOCK NOV: 1. Orlando Terrazas (Suz); 2. Ron Yonekura (Suz); 3. Tim Earls (Suz).
125cc MOD NOV: 1. Tim Earls (Suz); 2. Roger Hayes (Hon); 3. Orlando Terrazas (Suz).
100cc STOCK NOV: 1. Scott Richeson (Yam); 2. Jim Pearson (Suz); 3. Steve Stewart (Suz).
100cc MOD NOV: 1. Scott Richeson (Yam); 2. Jim Pearson (Suz).
JUNIOR CYCLE CLASSES
STOCK (9-11): 1. Brad Johnson (Yam); 2. Steve Hale (Suz); 3. Ronnie Thomas (Suz).
MOD (9-11): 1. Brad Johnson (Yam); 2. Ronnie Thomas (Suz); 3. Robert Wallace (Suz).
STOCK (0-8): 1. Jamie Conney (Yam); 2. Taylor Martin (Yam).
MOD (0-8): 1. Jamie Conney (Yam); 2. Taylor Martin (Yam).
BEG (9-11): 1. Jeff Shaw (Suz); 2. Brad Ward (Suz).
STOCK PEE WEE: 1. Norman Gaumond (Suz); 2. Dennis Dahlin (Ita); 3. Sean Thornston (Suz).
MOD PEE WEE: 1. Jamie Conney (Suz); 2. Eddie Gaumond (Suz); 3. Sean Thornton (Suz).

Hames three for four at Corona ST/HM

By Elaine Jones

CORONA, CA, JUNE 4

The Pros came to race at Corona and they meant business. Pete Hames, the "Simi Flash," got things off to a roaring start and served notice that he was ready to take on all comers as he went wire to wire in the 250cc Money short track. Hames got an excellent start that put him out in front followed by Ross Klatt and Chris Cannon. From there on out Hames started putting daylight between himself and the rest of the field while Klatt and Cannon battled for the second spot with Klatt holding Cannon at bay to the checkered flag.

Hames followed this win with another romp in the Open Money short track. Again Hames got the edge off the line with Greg Gaw and Bobby Sanders in the pursuit positions. Sanders got by Gaw on the second lap but then had to deal with Jeff Allison who had tagged in behind him in the third position. One lap later Allison got his chance and took over the second spot. Chris Cannon had been working his way through traffic and had put himself within striking distance in third. As the white flag came out Allison zigged when he should have zagged and Cannon got underneath and won the drag race to the line to grab second from Allison.

Hames was now two for two with wire to wire performances and number three was coming up in the 250cc Money half mile. Hames, true to form, again went out on top and again was on his way to a wire to wire romp. Ross Klatt gave him one heck of a race to the first turn but had to settle into second and hope to hold the rest of the field in line behind him. Chris Cannon was in third with Mike Redding, Greg Gaw, Terry Singleton and Jim Rosa filling out the race. Singleton was on the move and when they came around on the second lap he had moved to fourth where he remained until the fourth lap. Cannon fell to Singleton's onslaught and Klatt was next on the list. Klatt and Singleton played touch and go until the seventh lap when Singleton got a slight edge on Klatt. The minute he got by he was on his way but Hames had built a lead that couldn't be overcome and he settled for second with Klatt third.

With 11 Open Money half mile Pros things couldn't help but get wild and it didn't take long as the first shot off the line saw two riders tangle, causing a restart. When the green fell for the second time it was Garabedian, Hames and Sanders in the first three spots. The second time around Hames was where he'd been all night, in front. This time had had his work cut out for him because Garabedian was hungry. Garabedian kept the pressure on while Sanders held down third. What looked to be Hames clean sweep for the night went sour on the seventh lap when his

bike went bad with a possible dropped valve and Garabedian took over the lead and powered away. Sanders was second and Cannon, who was involved in the go down on the original start, came up with third.

Tommy Walton had a good night as he picked up two wins on the half mile. He worked the hardest in the Open Amateur/Expert where he battled Greg Gaw. Gaw had the lead at the start and held it for two laps before Walton took over. Gaw came back to reclaim it on the third lap, held it through four and lost it to Walton on the fifth lap, never to reclaim it again. Dorothy Rowe rounded out the field with third.

The 250cc Expert half mile was another match between Gaw and Walton. This time Gaw held Walton off until the white flag lap and not only lost first but got aced out of second when Bobby Sanders got by to take the spot.

Curtis Cannon was a triple winner, claiming both Mini Expert goes and the 125cc Amateur/Expert short track. Roger Thompson stopped Cannon from having four in a see-saw battle in the 125cc Amateur/Expert half mile that saw the lead change four times.

Results

SHORT TRACK

MINI MINI: 1. Brian Barrick (Yam); 2. Don Ambrose (Yam); 3. Timmy Walton (Yam).

MINI AM/EX: 1. Curtis Cannon (Yam); 2. Mike Kirby (Hon); 3. Brent Bowers (Yam).

125cc NOV: 1. John Barricklow (Hon); 2. Tim Titus (Hon); 3. Jeff Runyan (Yam).

125cc AM/EX: 1. Curtis Cannon (Yam); 2. Roger Thompson (Yma); 3. Greg Nelson (Yam).

250cc NOV: 1. Mark Coker (Yam); 2. Bruce Nordstrom (Yam); 3. Rick Marckstadt (Yam).

250cc AM/EX: 1. Jim Rosa (Yam); 2. Shawn Pettis (Bul); 3. Rich Plueger (Yam).

OPEN NOV: 1. Mario Ayers (Yam); 2. Chuck McConnell (Yam); 3. Tom Graves (Yam).

OPEN AM/EX: 1. Bob Russell (Hon); 2. Jim Gentile (Yam); 3. Joel Windham (Yam).

250cc MONEY: 1. Pete Hames (Yam); 2. Ross Klatt (Yam); 3. Chris Cannon (Yam).

OPEN MONEY: 1. Pete Hames (Yam); 2. chris Cannon (Yam); 3. Jeff Allison (Yam).

HALF MILE

MINI NOV: 1. Brian Barrick (Yam); 2. Don Ambrose (Yam); 3. Billy Jarvis (Yam).

MINI AM/EX: 1. Curtis Cannon (Yam); 2. Mike Kirby (Hon); 3. Brent Bowers (Yam).

125cc NOV: 1. John Barricklow (Hon); 2. Jeff Runyan (Yam); 3. Dana Dumond (Hon).

125cc AM/EX: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Joe Peterson (Yam).

250cc NOV: 1. Mark Coker (Yam); 2. Bruce Nordstrom (Yam); 3. Rick Morton (Hon).

250cc AM: 1. David Vogel (Yam); 2. Rick Killian (C-A); 3. Scott Bullard (Yam).

250cc EX: 1. Tommy Walton (Yam); 2. Bobby Sanders (Yam); 3. Greg Gaw (Yam).

OPEN NOV: 1. Mario Ayers (Yam); 2. Rick Killian (Nor); 3. Tom Graves (Yam).

OPEN AM/EX: 1. Tommy Walton (Yam); 2. Bob Russell (Hon); 3. Dorothy Rowe (H-D).

250cc MONEY: 1. Pete Hames (Yam); 2. Terry Singleton (Yam); 3. Ross Klatt (Yam).

OPEN MONEY: 1. Bobby Garabedian (H-D); 2. Bobby Sanders (Yam); 3. Chris Cannon (Yam).

Watson, Hardick cop Coke honors at Speedway 117

By Rod Eschenburg

CHULA VISTA, CA, JUNE 4

Clint Hardick once again swept the 250 and 500cc Pro classes as he blasted Steve Walker in the 500s and Kawika Aldrich in the 250s. In the 125cc Pro class, Joaquin Picazo proved the old adage of never giving up, as he did a tremendous endo in the second moto as he went onto the main course after losing the first moto. Most guys would have given up right? Wrong, Picazo picked himself up, rejoined the action and kept plugging along. Then all of a sudden Rick Johnson had mechanical trouble and Picazo swept by for a tie-breaker win!

By far the outstanding race series of the night was the 250cc Intermediates. Dan Watson once again (for the fourth straight week) went two for two over the large field. New Intermediate Rick Kenyon jumped right into the thick of things with a beautiful two for two second place go, and John Sotelo made his first start of the year a good one with a come from behind tie-breaker third over Mark Seymour. Looks like Watson will be Pro before the 1980 Coke Series is over!

Art Corbin picked a good night to score his first 125cc Intermediate win of the 1980 Coke season as it was the 125cc Intermediate's turn to race for the pair of Super Bowl tickets. Corbin's win was a combination of luck and smart riding as he ended up second in the first moto after running back in fifth place until front runners Kevin James and Tom Hanley tangled up with Don Seay and Corbin slipping through. In the second moto, it looked to be Seay once again, but a trip off the course dropped Seay to second and Corbin had the tie-breaker.

And finally, your reporter/announcer's bounty trophy for anyone beating "Jammin' Jamie" Conney in the Pee Wees went into effect and Eddie Gaumond really went for it — leading Jamie in the early stages of both motos — but it still wound up Jamie, and she retains her unbeaten streak. Jamie also brought her Junior Cycle to Speedway 117 and ditto there too. ●

Second 250cc Intermediate Rick Kenyon.

Results

500cc PRO: 1. Clint Hardick (Suz); 2. Steve Walker (Yam); 3. Terry Turner (Yam).

250cc PRO: 1. Clint Hardick (Suz); 2. Kawika Aldrich (Yam); 3. Bill Curran (Yam).

125cc PRO: 1. Joaquin Picazo (Yam); 2. Rick Johnson (Yam); 3. Chad Blough (Yam).

500cc INT: 1. Rick Mahlmeister (Yam); 2. Craig Infeld (Mai).

250cc INT: 1. Dan Watson (Yam); 2. Rick Kenyon (Yam); 3. John Sotelo (Hon).

125cc INT: 1. Art Corbin (Yam); 2. Don Seay (Suz); 3. Kevin James (Hon).

500cc JR: 1. Matt Wheeler (Yam); 2. Ed Ellis (Kaw); 3. Mike Colera (Suz).

250cc JR: 1. Richard Baugh (Hon); 2. Frank Thomason (Hus); 3. Chuck Kecskes (Hon).

125cc JR DIV 1: 1. Bob Carne (Yam); 2. Mark Angelo (Suz); 3. John Scholder (Suz).

125cc JR DIV 2: 1. David Crowson (Kaw); 2. Erik Solorzano (Kaw); 3. Scott Allen (Hon).

MINI INT: 1. Frank Brundage (Suz); 2. John Conney (Yam).

MINI JR: 1. Mitch Palmer (Suz); 2. Lance Barnett (Yam); 3. Chris Shaw (Suz).

JR CYCLES: 1. Jamie Conney (Yam); 2. Shane Steljes (Suz).

PEE WEE: 1. Jamie Conney (Yam); 2. Eddie Gaumond (Suz); 3. Norman Gaumond (Suz).

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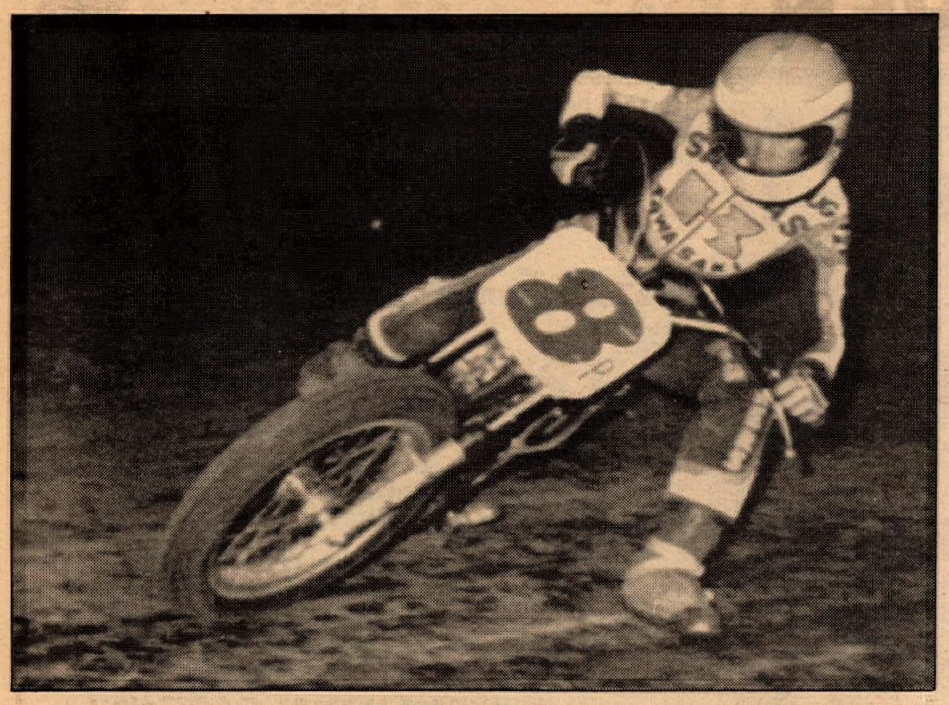


Doug Chandler took home two wins at the Fremont short track opener.

Fremont Raceway reopens

By Bill Spencer

FREMONT, CA, JUNE 4

Rod Spencer and Mike Inderbitzen helped reopen Fremont Raceway's quarter-mile dirt oval in a big fashion. The fastest short track in the West had been inactive for over two years after running a regular Wednesday night program for more than six seasons. The turnout of 128 riders and a few hundred spectators was nowhere near the "good old days" of over 300 and nearly 1000, but what with the state of the economy and the length of shutdown, it was still encouraging.

A full program for both Mini, Sportsman and Semi-Pros will last the summer months and hopefully lead to Pro shows and maybe even marathons. The Mini kids still battle for big-time points in the Black Plate battle and Kurt Chandler took the 100cc Expert win over Chris Carr.

Rod Spencer had little troubles winning the 250cc Expert race on his Bud Martin-tuned, ND-sparked, Hap Jones Yamaha. The Nationally-ranked rider is getting ready for an Eastern tour and the short tracker works just fine. He got a good start and was never headed despite a good job done by Doug Chandler on the Salinas Kawasaki KX and a hasty catch up job by Ben Zakarian over Danney Hogue. The usual large crowd of 250cc Experts makes this class one of those motorcycle races worth watching all by itself.

Rick Record took his Astro to the 360cc Novice win, showing that the old two-strokes still have something. At the same time, Errol Longboya rode his ancient Honda 360 to the Expert class win for Fremont Cycle Center over John Pittman and Jim Mahoney. John-Boy was happy to report that big John Pittman was doing well after major heart surgery and will be joining the crowd soon.

Newcomers Jeff Rose and Marvin Lewis may have ridden the 500cc Novice go with letters for plates, but won the class with ease while Joe Flowers continued to show why he was an Amateur champ back in Michigan riding the Knight-framed TT500 to the Junior class win over squirrelly Jeff Iwanaga and smooth Steve Nunes.

Mike Inderbitzen seems to control the 500cc Expert class, but Doug Chandler was right there each and every lap and in a short time, the 14-year-old should be the kid to beat.

Results

100 EX: 1. Kurt Chandler (Kaw); 2. Chris Carr (Suz).
80 NOV: 1. Mike McDonnell (Suz); 2. Joey Diaz (Kaw).
80 JR:: 1. Bodie Shepard (Suz); 2. Tony Mitchell (Yam).
80 EX: 1. Chris Carr (Suz); 2. Scott Casey (Suz .
125 NOV: 1. Doug Baber (Yam).
250 NOV: 1. Gordon Rudy (C-A); 2. Jim Ashley (Yam); 3. Bill Baker (Bul).
250 JR: 1. Dave Caballero (Yam); 2. Dave Zizzo (H-D); 3. Mike Zimmerman (Yam).
250 EX: 1. Rod Spencer (Yam); 2. Doug Chandler (Kaw); 3. Benji Zakarian (Kaw).
360 NOV: 1. Rick Record (Bul); 2. Mike Pavia (Yam).
360 EX: 1. Errol Longboya (Hon); 2. John Pittman (Bul); 3. Jim Mahoney (Hon).
500 NOV: 1. Jeff Rose (Yam); 2. Marvin Lewis (Yam).
500 JR: 1. Joe Flowers (Yam); 2. Jeff Iwanaga (Hon); 3. Steve Nunes (Yam).
500 EX: 1. Mike Inderbitzen (Yam); 2. Doug Chandler (Yam); 3. Mike Delacy (Yam).
OPEN EX: 1. Eric Weisler (Yam).

Daniels and Limbeck conquer Cross-up MX

By Suanne Light

BEND, OR, JUNE 8

Cross-up Raceway had an excellent turnout today greeted by sunshine, sagebrush, sand and rattlesnakes. A large field of Pros were on hand to shake the ground. Many riders from three states showed up and couldn't have picked a better day; Washington, Oregon and Idaho racers knew where the action was.

The 250cc Pros saw Lyle Limbeck (Yam) pull a holeshot with Randy Limbeck (Kaw) second, Tracy Lantz (Mai), Greg Firch (Hon) and Ron Haskett (KTM) following. Lyle led it most of the way until Randy got by on his Bend Honda/Kawasaki ride. Finishing third was Firch of Bend. Moto two saw Randy Limbeck walk away with the win over Lantz, Haskett and Firch who worked up to fourth at the flag. Third time out, Haskett of Medford opened up a big lead while Randy Limbeck worked up from a bad start. Firch was second as Limbeck took his 1-1-3 to the overall win.

A fun race was the Mini-Mini show on 50cc bikes. Chuckie Firch (Suz) took three motos over Jimmy Krocker (Hon) who went 2-2-2. In 125cc Pro action, Mike Daniels (Yam), sponsored by Santiam Yamaha, took the lead with Clay Light (Gresham Suzuki/LOP/Suz), Jeff Springston (Yam), John Baltzor (Kaw) of Bend and Mel Samples (Suz) holding down top spots with Daniels taking his Yamaha to a big lead. Springston took down second after Light slid out on a freshly-watered, twisty-tight turn.

Moto two had Springston (also on a Santiam Yamaha) pull a holeshot as Light and Daniels collided letting Baltzor on his Bend Kawasaki take second in the early laps. Springston bailed off letting Light and Daniels go for it in second. Daniels took Baltzor, but Light missed a shift and Springston tucked by. At the flag it was Daniels, Baltzor, Springston, Light and Samples rounding out the top five.

The final round had Light pull the scratch, but he could only hold if for two laps. As Daniels and Baltzor had their troubles, Springston took command and went away with the moto. Daniels was second and took his 1-1-2 to an overall.

But that was not the end of the action. The Open Pros had the fast times for the day even though the track is twisty-tight and known as a 125 track. Mitch Kirkpatrick (Hus) of Bend won the first moto of the Open race with Joe "Too-Tall" Knight (Gresham Suzuki/Mai) following very close. Second go saw Knight take the lead on his radical red rocket and go in for the win, breaking spokes on the uphill jump on the last lap. Round three had Kirkpatrick take the lead, but Knight was there all along, got Kirkpatrick and one lap later broke a dozen spokes out of a borrowed wheel.

Another good race was the Open Intermediates. Jimmy Jamieson (KTM) came out on top over Barry Frazier (Yam) who won moto one, but was not as lucky the second time as he got off in last working up to fourth. The third moto was Jamieson's as he waltzed to the win over Frazier on his YZ 400. Lonnie Link deserves a hand for a fine track and excellent facilities. The next race here is on June 29.

Results

MINI MINI: 1. Chuckie Firch (Suz); 2. Jimmy Krocker (Hon).
MINI JR/INT: 1. Dustin Peck (Yam); 2. Troy Shanafelt (Suz); 3. Tony Branson (Yam).
100cc: 1. Dan Wagner (Suz); 2. Aaron McCay (Yam); 3. Ricky Justice (Suz).
125cc JR: 1. Todd Kronberger (Hon); 2. Terry Shine (Yam); 3. H. Zimmerman (Yam).
125cc INT: 1. Rex Haskett (Suz); 2. Rob Wagner (Yam); 3. Dave Nordin (Yam).
125cc PRO: 1. Mike Daniels (Yam); 2. Jeff Springston (Yam); 3. Clay Light (Suz).
250cc JR: 1. Derin Madison (TM); 2. Dennis McCay (Yam); 3. Russ Grant (Hus).
250cc INT: 1. Jim Jamieson (KTM); 2. Scott Zettle (Yam); 3. Keith Engstrom (Suz).
250cc PRO: 1. Randy Limbeck (Kaw); 2. Greg Firch (Hon); 3. Ron Haskett (KTM).
OPEN JR/INT: 1. Jim Jamieson (KTM); 2. Barry Frazier (Yam); 3. David Karnes (Yam).
OPEN PRO: 1. Mitch Kirkpatrick (Hus); 2. Joe Knight (Mai).

Deyo tops Sourdough survivors

By Larry Hamilton

SMELTERVILLE, ID, MAY 25

The Mountaineers M.C. of Smelterville, ID, put on their fifth Sourdough Cross Country race with volcanic results. Shortly after the last of the 79 finishers crossed the line, Mount St. Helens dumped a load of volcanic ash on the area that stranded many riders for up to four days.

The starting area was relocated this year to a mill yard that proved to be less than adequate for the 106 starters. The short starting area funnelled riders to a slick, rocky Jeep trail that had most riders dogpaddling their bikes through the first mile of the course. The riders then had a long uphill road to thin them out and the bigger bikes moved up several places.

The infamous Sourdough terrain started about three miles into the course with its 70° uphills and downhills. This race is not for the faint-hearted and several times the cry of "no brakes" cleared the path to the bottom.

After the gas check, several miles of logging road provided a welcome relief from the steep hills. This was short-lived when the riders sound themselves in two miles of snow that was up to four feet deep! Lots of tight trails with a little powerline road thrown in brought the participants back to the finish.

The usual 60 plus-mile course was shortened this year to about 36 miles for numerous unavoidable reasons. This resulted in a 75% finisher rate compared to 40% in past years. As with any race that has a tough reputation behind it, past finishers were complaining that it was too short while others were saying it was too tough. One thing for sure, though, is whether it's 36 or 60 miles, the Sourdough is one tough event.

The overall and each class winner received $100. In addition, specially-designed medals were awarded to the first three finishers in each class. Many contingencies were also distributed.

The Deyo family of Orofino, ID, grabbed most of the cash with Alan taking the overall win on a YZ250 and Mark taking the Open win with his sixth overall. Alan pushed his YZ to a relatively easy five-minute margin over Eddie Epler, also a 250cc rider. Alan's time was one hour, 45 minutes.

Third and fourth overall went to 175cc riders Norm Kopp and Gus Peterson. Doug Mattson was fifth and past winner Jim Hamby garnered seventh on a 250.

This course is not for 125s. In 1979, only one finished and they had to wait till almost dark for him. This year, Russ Carlson pushed (literally) his 125 to 38th overall followed a ways back by Todd Lapp in 56th and Robert Yarnell who earned third 125.

The Mountaineers can be congratulated once again for putting on the premier cross country race in this area. Hopefully, next year they can find a few more trails to weed out the motocrossers.

Results

125: 1. Russ Carlson; 2. Todd Lapp; 3. Robert Yarnell.
175: 1. Norm Kopp; 2. Gus Peterson; 3. Pat Bulis.
250: 1. Alan Deyo; 2. Eddie Epler; 3. Jim Hamby.
OPEN: 1. Mark Deyo; 2. J. Walters; 3. Jeff Grinolds.
OVERALL: 1. Alan Deyo; 2. Eddie Epler; 3. Norm Kopp; 4. Gus Peterson; 5. Doug Mattson; 6. Mark Deyo; 7. Jim Hamby; 8. J. Walters; 9. Jeff Grinolds; 10. Brian Cowan.

Land wins Bates series at Porterville ST

By Bob Hill

PORTERVILLE, CA, MAY 31

Steve Hill (Target Sales-Yam) started off the final night of the Bates Leathers Series-sponsored short track races at Porterville by winning the 80cc Expert Main from start to finish on his Mark Meadows-tuned Yamaha. Ryan Land (Pizza Hut-Yam) pushed Hill all eight laps with Craig Howard (Birkle-Yam) right behind.

Ricky Hollenbeck (Fosters Freeze-

Sumners Suzuki) got the best of Hill and Scott Price (Yam) in the 100cc Expert go to win the series trophy. The 125cc Expert class was back and forth all five series races between Robert Land (Billingsley Ford-Yam), Ricky Hollenbeck and Dennis Rodriques (Yam) with Land getting the series win with a victory tonight. Land won the 200cc Expert class as well over Jim Rose (Oxfords H-D-Yam), Jim Taves (Yam) and Kelly Dennison (Dennison Painting-Yam).

Pete Hames (Bill's Pipes-Jack Danneberg-Yam) got the gold in the 250cc Expert class and the series win, but John Burnett (Kaw) showed him and Mike Garrison (Yam) the fast way around this time as he came within one second of breaking his own track record. If Burnett hadn't broken his collarbone at the Cow Palace indoor race in May, it would have been a three-way battle between him, Garrison and Hames.

Garrison got the gold in the 500cc Expert race aboard his new Rob Muzzy-built Yamaha over Anthony Urias (Yam) and Rodney Sullivan (Kings Cyclery-Yam), but Urias took the series win.

Doug Garrison took the series win in the Open Expert class over Jim Keener (Keener H-D). Keener gave it his best all five races on his new XR, but teething problems with the bike plus the fact that Jim hadn't ridden for a year kept him a close second.

The Series Race of Champions put all the Expert class winners together for the final race. Ryan Land started ont he start finish line for the 80cc class. Ricky Hollenbeck started 20 yards back in the 100cc class. Robert Land chose the 125cc class and lined up 20 yards behind Hollenbeck as Jim Rose (Yam) started behind Lind for the 200cc class. Pete Hames was next in the 250cc class with Anthony Urias for the 500s and Doug Garrison on his Open bike staggered behind.

Despite the riders being staggered all the way to the third corner, it was a fair start. Robert Land came from third place, passed Hollenbeck going into turn one, then got his brother going down the back straight. Urias fell going into turn two on the fifth lap and Rose's bike quit. Pete Hames was on the move and catching Land, but time ran out and Robert Land won it riding a 125cc Yamaha.

Results

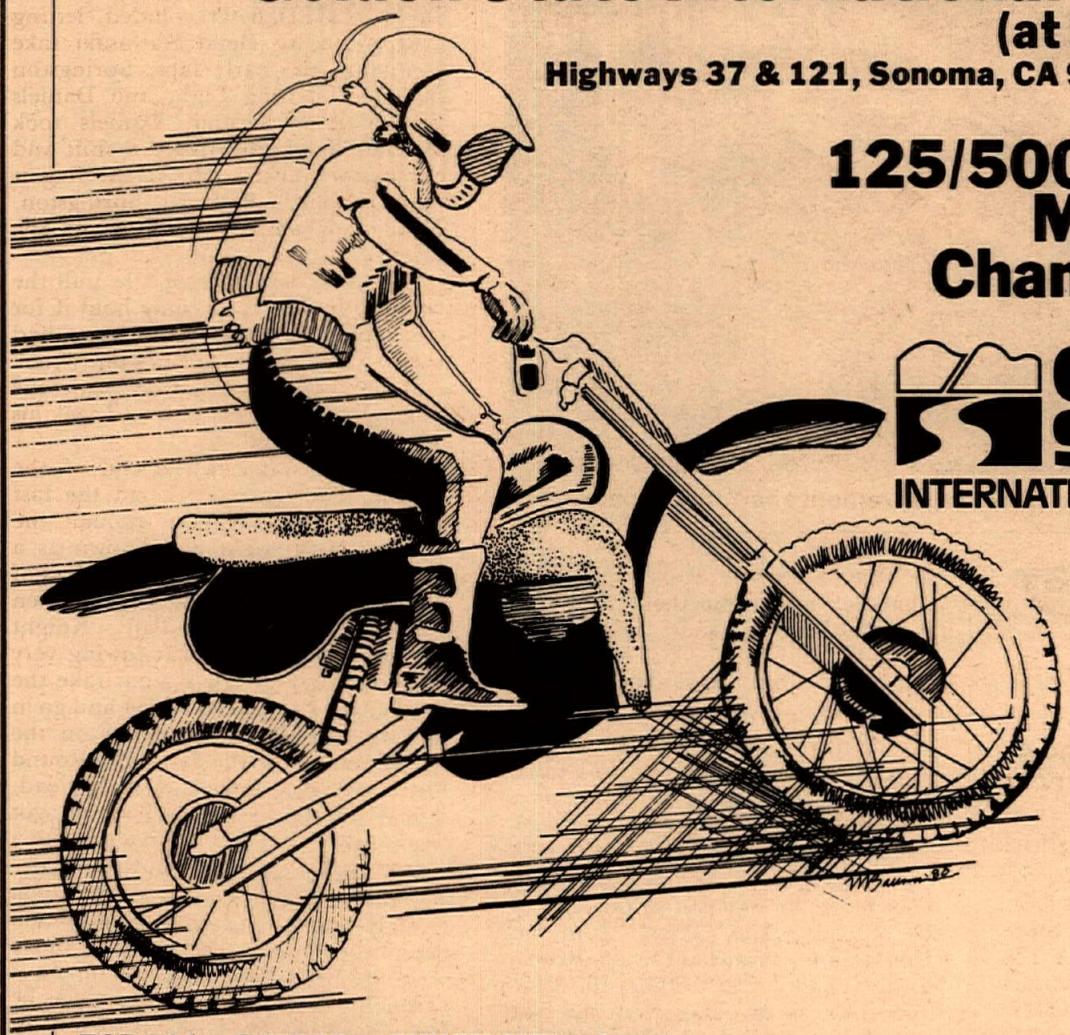
PEE WEE: 1. Jason Craven (Yam); 2. Mike Lucio (Suz).
80 NOV: 1. Albert Biscaglio (Yam); 2. Todd Alberti (Suz); 3. Tim Campbell (Yam).
80 JR: 1. Duane Wilson (Yam); 2. Jacky Roberts (Yam); 3. Mike Price (Yam).
80 EX: 1. Steve Hill (Yam); 2. Ryan Land (Yam); 3. Craig Howard (Yam).
100 EX: 1. Ricky Hollenbeck (Suz); 2. Steve Hill (Yam); 3. Craig Howard (Yam).
125 NOV: 1. Don Bruley (Yam); 2. John Hattesen (Yam); 3. Glenn Garlin (Yam).
125 JR: 1. Mark Davis (Yam); 2. Mike Jones (Yam).
125 EX: 1. Robert Land (Yam); 2. Jim Taves (Yam); 3. Jim Rose (Yam).
250 JR: 1. Chuck Evans (Yam); 2. Scott Dunlavey (Bul; 3. Steve Allison (Yam).
250 EX: 1. John Burnett (Kaw); 2. Pete Hames (Yam); 3. Mike Vital (Yam).
500 NOV: 1. Dale Andrews (Yam); 2. George Byrne (Yam); 3. Dave Andrews (Yam).
500 JR: 1. John Hill (Yam); 2. Alan Urias (Yam); 3. Barry Clark (Yam).
500 EX: 1. Mike Garrison (Yam); 2. Anthony Urias (Yam); 3. Rodney Sullivan (Yam).
OPEN JR: 1. Scott Reid (Yam); 2. Scott Andrews (Tri); 3. Rick Mattos (Yam).
OPEN EX: 1. Doug Garrison (Yam); 2. Carrol Jackson (Tir); 3. Jim Keener (H-D).
BATES SERIES STANDINGS
80 EX: 1. Ryan Land (Yam); 2. (TIE) Craig Howard (Yam)/Blayne Hollenbeck (Suz).
100 EX: 1. Ricky Hollenbeck (Suz); 2. Scott Price (Yam); 3. Craig Howard (Yam).
125 EX: 1. Robert Land (Yam); 2. Ricky Hollenbeck (Suz); 3. Dennis Rodriques (Yam).
200 EX: 1. Robert Land (Yam); 2. Jim Rose (Yam); 3. Kelly Dennison (Yam).
250 EX: 1. Pete Hames (Yam); 2. Mike Garrison; 3. Mike Vital (Yam).
500 EX: 1. Anthony Urias (Yam); 2. Mike Garrison (Yam); 3. Rodney Sullivan (Yam).
OPEN EX: 1. Doug Garrison (Yam); 2. Jim Keener (H-D); 3. Carrol Jackson (Tri).
SWEEPSTAKES RACE: Robert Land (Yam).

IT'S HAPPENING — JUNE 29

at Northern California's Golden State International Raceway (at Sears Point)

Highways 37 & 121, Sonoma, CA 95476

AMA 125/500 National Motocross Championship



Golden State INTERNATIONAL RACEWAY

TOP 500cc RIDERS — CHUCK SUN, winner, Mt. Morris; Gassin Gaylon Mosier; Jimmy "The Jammer" Weinert; Rick Burgett; Steve Stackable; Marty Moates; Mickey Boone and Gary Semics.
TOP 125cc ENTRIES — Hangtown winner Mark Barnett; Broc Glover; Brian Myerscough; Ron Sun; Donnie Cantaloupi; Jeff Ward and Mike Tripes.

One day event — June 29
Gates open 6:00 a.m. Practice at 9:00 a.m. Qualifying 10:00 a.m.
First 125 National Moto — Noon
First 500 National Moto — 1:00 p.m.
Second 125 National Moto — 2:00 p.m.
Second 500 National Moto — 3:00 p.m.

Call the Ticket HOTLINE (707) 938-8448

Advance Tickets available at TICKETRON — BASS/Record Factory, the Raceway... or your participating Motorcycle Dealer

Children — 12 and under FREE with Adult **$8.00 advance — $10.00 at the Gate**

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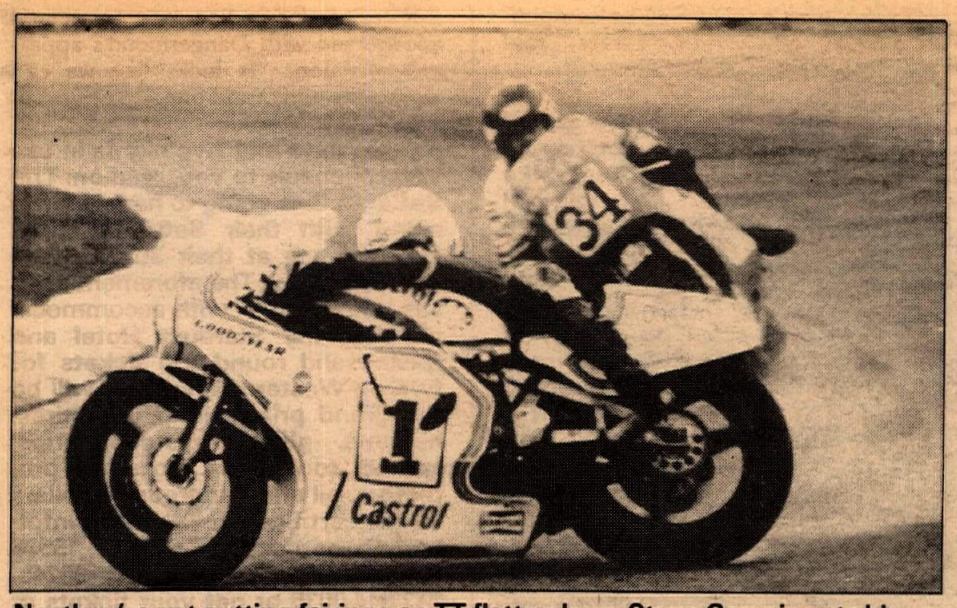


No, they're not putting fairings on TT flattrackers. Steve Gervais gets his TZ750 Yamaha radically out of shape while leading Wes Cooley in Canada's Victoria Day Sprints. Gervais crashed and Cooley went on to win. Photo by F. David Stone.

you're a 125 or 250cc lady rider, you can still race against the men in those classes. More info? Call 213/797-5874.

KPIX, channel 5, will film the ZAP Supersports race at Fremont Raceway on June 22 for a kids-in-sports show. They'll concentrate mainly on the minis, no doubt, but the whole program will be filmed. For details, phone 415/355-4760.

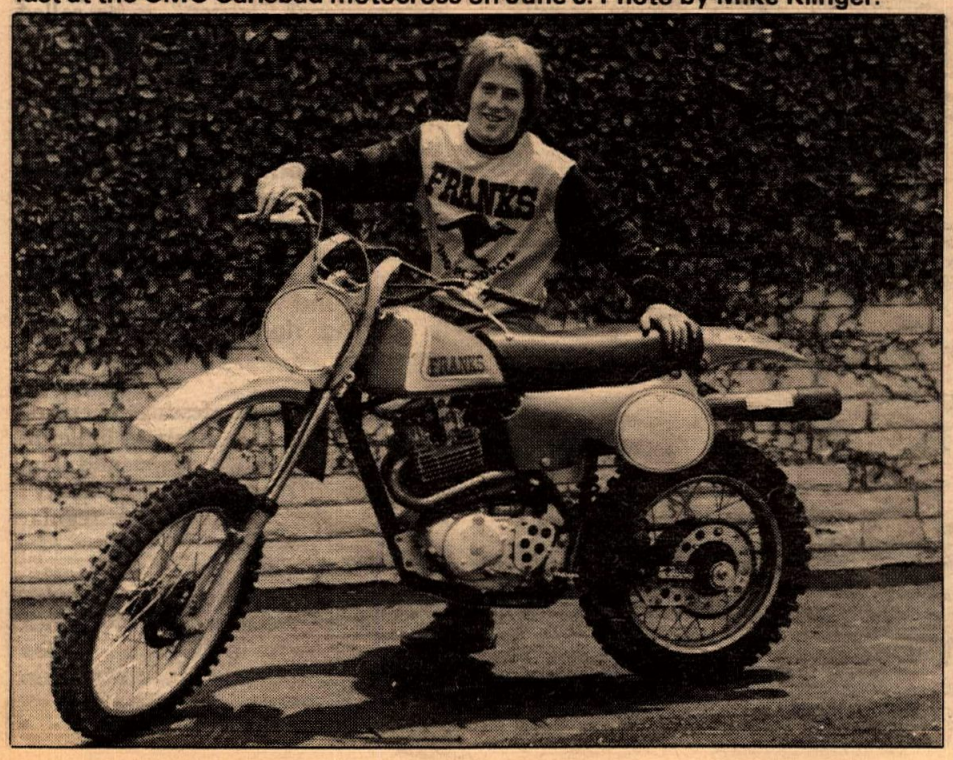
Here we go again...George Romero, the man who brought us *Night of the Living Dead* and *Dawn of the Dead* on movie screens across the country, is presently working on a motorcycle movie. Called *Knightriders*, the script has such characters as Pippin and Merlin jousting (right, jousting) on motorcycles. Sounds like a good one to miss.

Coming up July 3-4, Portland and Seattle International Raceways will present the $2,000 Northwest MX Series Pro Showdown. Each race track features $1,000 Pro purses, new supercross starting gates, lots of new sand, great night lighting, grandstand seating and concessions. If the Pro response is favorable, this is the start of many more big bucks races in both Portland and Seattle. More information is available from Portland International Raceway at 503/285-6635 and Seattle International Raceway at 206/631-1550.

U.S. Suzuki will honor the champions of the 1980 AMA National Amateur Motocross Championships by presenting new motorcycles to each class winner. In addition, Suzuki gift certificates ranging in value from $100 to $25 will be awarded to the first three finishers in each class at 18 area qualifiers and three regional championships, contingent upon their use of a Suzuki in the competition. The 1980 National Finals are to be held Oct. 4-5 at the Hi-Winders Motorcycle Club's track near Millville, MN. Competition is scheduled in four classes — 100cc, 125cc, 250cc and Open — and each class champion will be awarded a new RM model Suzuki motocross machine in recognition of his accomplishment.

Danny Johnson did not follow through with the proper paperwork after the IDBA Super Nationals (report on p. 14) and so he does not hold the new Top Fuel record, as stated in the report. Roy "Frog" Thacker did follow the procedures required to claim the record, so his 151.51 speed for the eighth-mile stands, even though Johnson turned a faster run at the same meet.

The USGP should prove to be even more spectacular with one Danny "Magoo" Chandler riding Kelvin Franks' hopped-up Honda thumper against the likes of Lackey, Malherbe, DeCoster, et al. He reportedly looked very fast at the CMC Carlsbad motocross on June 8. Photo by Mike Klinger.



California Confidential Capitol

The Bureau of Land Management's California Desert Advisory Committee held a working session for three days, June 5-7, at which time several recommendations regarding off-road vehicle use on the desert were made. After considerable discussion, the Advisors finally decided to agree in principle with the concept of "open areas." This is a major victory for the ORV interests who argued that certain areas could and should be managed as "open." The flower sniffers argued that every area should have restrictions of one sort of another.

In another decision favorable to our interests, the Advisory Board told BLM that "designated" features should be designated immediately, not after the seven year period called for in the legislation. In other words, if an area is to be open on "designated" routes of travel, we should know now which routes are going to be "designated."

The board agreed with the principle of "linear competitive events" (bureaucratise for point to point races), including courses through "limited use" areas on designated roads.

Although there were several rumors that they specifically agreed to the annual running of a B-to-V and Check Chase, we were not able to get confirmation from BLM director Jim Ruch.

Additional information received recently is that President Carter's Council on Environmental Quality has stepped into the picture, and they have added 15 new "Areas of Critical Environmental Concern" into the planning process. Some of these originally rejected, but now back in the picture areas are: The Saline Valley Corridor: the Red Mountain/El Paso "Raptor Breeding Area" (300 square miles of good riding area which could be off limits so that we don't interrupt the raptors while they are "doing their thing"; the Jawbone Canyon, Butterbread, Lone Tree, Dove Springs region (350 square miles); The Fremont/Stoddard Valley Desert Tortoise Area (another 2000 *square* miles for the turtles); and, lest we forget the "Flat Tailed Horned Lizard," there is now another 160 miles for us to "be critically environmentally concerned" over in the Yuha Basin. If we don't watch them carefully, they are likely to claim the horney lizards got that way by us riding over their tails. Another of these 15 areas which was originally rejected but now under consideration for special protection is the Fri Mountain/Upper Johnson Valley area (23 square miles).

The Advisory Board will be meeting again on June 27 and 28 in Riverside. Anyone wishing to attend can get details from BLM, no public participation is permitted in these "work sessions," but if you want to watch your Desert getting sliced up, you are welcome to observe.

On a brighter note, Assemblyman Hayes' office informed us that his new "Sagebrush Rebellion" bill passed one more hurdle on its way to the Governor's desk on June 10th. The bill was approved by the Senate Government Organization Committee on that day; next stop is the Senate Finance Committee, then the Senate Floor and on to the Governor.

Also passed on June 10th was Assemblyman Chappie's AB2111 which places new emphasis on the Off-Road Vehicle Program within the Department of Parks and Recreation. Although the bill got out 7 to 0, Senator Barry Keene from the northern California coastal counties region was bad mouthing the use of gasoline for motorcycle recreation. Keene at first refused to vote on the bill, saying he "was protesting this use of gasoline." Only after another senator arrived to cast the deciding vote could the bill get out. It should be pointed out that Senator Keene in the past has asked motorcyclist organizations to support him, and although he is not running for election again until 1982, he should be reminded by any of his Constituents from the north coastal area that we are watching.

And finally, speaking of elections, we finally got a listing of all the final results of the legislative races around the state and have compared the results to the recommendations of CORPAC which were printed in *CN* the week before the June election. It looks like they had 13 winners and 10 losers. Next step, according to CORPAC officials is to send all the "survivors" detailed questionaires follwed by candidate interviews. After that CORPAC endorsements will be released, and individuals and clubs will be asked to pitch in on those election campaigns. This idea for political action makes more sense than almost anything we've seen coming down the pike in a long time: we can really influence the legislative process if we use the asset we have the most of — *people*.

Latest word is that CORPAC is still going ahead with plans to hold several large campaign events on Saturday October 4, and November 1. They are still looking for clubs and organizations who will help stage some of the local logistics, maybe donate finisher pins, etc,. Has your group blocked out either or both dates on your club calendar yet?

C.N. Deepthroat

NORTHERN DATELINE

Mark Gregson holds off Tim Michlitsch (also 1) and others at Washougal.

Gregson, Azar and rain reign at Washougal

By Jan Newman
Photos by Action Oz and Jan Newman

WASHOUGAL, WA, JUNE 1

Today was the last opportunity for local Amateurs to ride Washougal for some time. The scheduled June 22 race has been moved to Mt. View to allow more time to prepare for the July 6 National race and the following date will be a regional qualifier. Hopefully the weather will be more cooperative on those dates than it was today. We did have some sun, but just when traction became good, time after time, a new shower blew over to slicken things up. There was soup in the whoops all day.

The 250cc Pros started out the day on a fairly slippery track. Kevin Jansen, Steve Williams, Chris Washburn and Jeff Cropper created a Yamaha parade out front. By the second lap the slipperies dropped both Williams and Cropper to mid-pack. Washburn went down on the third go-round. Clay Azar (Yam) moved up to second, dogged Jansen for several laps, then moved on by for the lead. Williams wasted little time getting back up to take his swipes at Jansen and regaining his second spot, but Azar was out of reach.

Moto two found Jansen, Cropper, Williams and Azar around the turn first. Azar polished everyone off by the third lap and was on his own. Cropper overtook the third spot but was unable to hold off a charging Tim Michlitsch (Yam). Right on Tim's heels came Alan Pitts (Suz) who participated in a bumping and passing contest with Cropper right to the last when Cropper finally gained a few feet on him.

Gregson was back in the 125cc Pros to throw mud in the face of all comers. Mike Kinnear (Yam) battled Dave Didier (Yam) to grab second for a while but along came Jeff Cropper (Yam) to take over. Then Kinnear had to contend with Dave Didier again as he tried to catch Mike McCormick (Yam) who is just back from a broken wrist. Didier outlasted both McCormick and Kinnear.

Cropper gave Gregson a target to shoot for as he shot out in the lead of the second round. Darryl Zumstein (Hon), Jim Wiant (Yam), Robby Watilo (Yam) and Didier all came around ahead of Gregson on the first lap. A charge in the second lap brought Gregson to third on the third lap. He then badgered Cropper for three laps before taking the lead for good. Mike McCormick put on is own show to move through and give Cropper something to think about before it was over.

It may be hard to convince those who followed Gregson and a lot of spectators that he didn't look good today. However, Mark insists he didn't look good enough to pursue a national career as things stand. He has been plagued by a bum ankle, the result of an old injury. So far doctors he's seen seem to believe if he can walk on it, it must be fine and he has been unable to convince them of the need for two good ankles for a Pro motocrosser. Right now he's between a rock and a hard place as far as decisions for his future are concerned.

Results

MINI JR: 1. Dave Carlile (Yam); 2. Shane Whitaker (Kaw); 3. Jon Niemi (Hon).
MINI INT: 1. Mike Ingebo (Yam); 2. Steve Jones (Suz); 3. Monte Hill.
MINI EX: 1. Eric Hall (Yam); 2. Denny Fennell (Yam); 3. Gary Piazza.
100 JR: 1. Mark Sather (Yam); 2. Wayne Prosser (Suz); 3. Mike Hauskins (Yam).
100 INT: 1. Denny Fennell (Yam); 2. Mitch Lorenz (Suz); 3. Wes Clark (Suz).
125 JR: 1. Bill Kent (Yam); 2. Louis Gregory (Yam); 3. Larry Hofenbredl (Suz).
125 INT: 1. Eric Hall (Yam); 2. Gary Harkelroad (Yam); 3. Vince Warren (Yam).
125 PRO: 1. Mark Gregson (Yam); 2. Jeff Cropper (Yam); 3. Mike McCormick (Yam).
250 JR: 1. Todd Beltz (Suz); 2. Mike Whalen (Yam); 3. Gordon Cable (Hon).
250 INT: 1. Gary Harkelroad (Yam); 2. Jerry Ebert (Yam); 3. Mike Nyberg (Yam).
250 PRO: 1. Clay Azar (Yam); 2. Kevin Jansen (Yam); 3. Tim Michlitsch (Yam).
OPEN JR: 1. Allan Hinkley (Yam); 2. Jim Parks (Yam); 3. Lynn Cole (Suz).
OPEN INT: 1. Bob Cicerchi (Yam); 2. Richard Hewit (Yam); 3. Randy Artman (Yam).
OPEN PRO: 1. Mark Gregson (Yam); 2. Tim Michlitsch (Yam); 3. Steve Williams (Yam).
30 TO 40 JR: 1. Mike Roberts (Mai); 2. Brian Rau (Suz); 3. Bruce Graham (Suz).
30 TO 40 SR: 1. Ray Shanafelt (Mai); 2. Bill Cook (Yam); 3. Ron Long (Yam).
OLD TIMERS: 1. Jim Newman (Yam); 2. Bill Naylor (Yam); 3. John Semmler (Yam).

Knollenberg captures AFM Golden State Box Stock contest

By Karl Okamoto

SONOMA, CA, JUNE 1

Kurt Knollenberg, on a San Jose BMW/Suzuki GS1100, held off Phil Beck on a Moto Guzzi 850 Le Mans to take top Box Stock honors at Golden State Raceway. Once again, track conditions played a major role in the course of the day. But that didn't phase the Redwood City, CA, resident as he and his Suzuki also managed to hold back the 750cc class bikes, along with hard-charging Mike Spencer on a Champion Cycles Kaw KZ550.

Kurt led from the first turn, as Whitney Blakeslee (Champion Cycles Kaw KZ1000) got the holeshot off the line. But Knollenberg flexed the Suzuki's muscles and passed Whit going up the hill to turn 2. Hot on their heels was Lee Fleming on another Champion Cycles Kawasaki KZ1000. Fleming and Blakeslee, incidentally, co-own Champion, located in Costa Mesa. On the third lap Beck managed to get by Fleming and Blakeslee to challenge Knollenberg. Blakeslee yielded to Fleming, apparently still feeling the affects of his appendectomy three weeks ago.

The next lap saw the Kawasaki KZ750s of Mark Shelton (Champion Cycles) and Frank Mazur begin to catch the Open class cycles as they were riding faster than the heavier Open bikes. But the victory made it two in a row at Golden State for Knollenberg and his sponsor, who formerly sold only BMW cycles and was the sponsor of Harry Klinzmann, Paul Ritter and others.

The race day ended when, during the opening laps of the Open GP contest, a big-bore four-stroke blew an engine and dropped oil on the racing line for nearly a quarter of a mile, from the exit of turn 9 all the way into the pits. Dave Garoutte (Ewen McKechnie Yam TZ750) fell in turn 10 without much damage to himself or his mount. The race was then interrupted for almost a half hour as turn workers tried desperately to mop up the oil. However, the dry oil remover (called Grease-Sweep) wasn't working well, leaving the track slick.

Turn workers discovered the same problem earlier in the day at turn 8A and Michael Madden dropped his Can-Am there to prove the point. There, as they did at turn 10, turn workers placed cones out to route the traffic around the oil.

Unfortunately for Dave Garoutte, as the Open GP field negotiated the coned-off turn 10, someone ran over a few cones. One flew up and hit Dave in the shoulder and another hit his helmet, knocking him out, throwing him off his bike and breaking his collarbone.

Shortly after that, S.F. President Bill Ralston cancelled the rest of the races. The points races will be treated as if the day were rained out; that is, the entire day does not count toward the overall year-end club championship. Meanwhile, Ralston is searching for an adequate oil remover.

While frustration raged on the racetrack, controversy was boiling over in the pits. Marc Salvisberg had just beaten Pat Eagan *(Cycle World*/Ontario Mototech Honda Hawk) on the last lap after a race-long pursuit. But Salvisberg was still using steel-braided brake lines, which are illegal for the Production class and was the reason that Marc was disqualified in the May 18 race. Salvisberg defied the rules and left them on. "I've locked up my brakes going into (turn) 11 many times and I'm sick and tired of risking my life to race... I'm going to continue to run the steel-braided lines!"

Eagan was sympathetic, but reluctant to protest the violation. "What do you want me to do, Marc?" he repeatedly asked. "*All* of us should be able to use braided steel lines. There are lots of reasons for it, along with it being safer," said Eagan. Pat never protested and Salvisberg was awarded first place despite the deliberately blatant equipment violation.

Product prizes were paid by Kal-Gard for finishing in the top three places today and Kawasaki is paying $150 to any big-bore Box Stock or Production winner on a Kaw. Kal-Gard, Kawasaki and ND Spark Plugs will all be on hand to award prizes at the next points races on July 6 at Golden State.

Results

430cc BOX STOCK: 1. Conrad Brooks (Yam); 2. Ed Diederich (Yam); 3. Haim Beressi (Yam).
600cc BOX STOCK: 1. Mike Spencer (Kaw); 2. Walt Andrews (Kaw); 3. James Dagan (Suz).
750cc BOX STOCK: 1. Mark Shelton (Kaw); 2. Frank Mazur (Kaw); 3. Ray Straka (Kaw).
OPEN BOX STOCK: 1. Kurt Knollenberg (Suz); 2. Phil Beck (M-G); 3. Lee Fleming (Kaw).
125cc PROD: 1. Haim Beressi (Yam); 2. Bruce Christianson (Yam); 3. Ted Cosby (Yam).
200cc PROD: 1. Greg Overman (C-A); 2. Jon Lisker (C-A); 3. Chuck Pace (C-A).
430cc PROD: 1. Marc Salvisberg (Yam); 2. Pat Eagan (Hon); 3. Dale Alexander (Yam).
600cc PROD: 1. Gary Broeder (Yam); 2. Walt Andrews (Kaw); 3. James Dagan (Suz).
750cc PROD: 1. Mike Spencer (Kaw); 2. Mark Shelton (Kaw); 3. Francis Mazur (Kaw).
OPEN PROD: 1. Lee Fleming (Duc); 2. Whit Blakeslee (Kaw); 3. Kurt Knollenberg (Suz).
250cc GP: 1. Glen Shopher (Yam); 2. Tom Chew (Yam); 3. Bill Brinkerhoff (Yam).
SIDECARS: 1. Roberts/Kinne (Yam); 2. Lougee/Jackson (Kaw); 3. Breese/Morris (Yam).

Danny doubles at Salinas ST

By Bill Spencer

SALINAS, CA, JUNE 1

Ringing in the new month (can you believe the year is going, going, gone), Danny Moore picked up valuable Black Plate points in a great double header at the Salinas Airport quarter-mile short track over Doug Chandler in the 250 and Rocky Robinson in the 500cc Expert classes.

As is the usual case at the airport short track just south of Salinas in the middle of the lettuce fields, the hot prop is toward the Mini kids and they do a bang up job. What with some Valley riders over from the previous night's Lodi event, a 100cc Expert class was the first Mini and Winkie Freitas took the big win over Chris Carr in a great battle.

Bodie Shepard had a no sweat win in the combined 60cc Novice/Junior. Joey Diaz rode his KX80 to the 80cc Novice win and Eric Mayfield continued his domination of the Junior class beating Ricky Diaz.

The big trophy class was once again the 80cc Expert and a talent-loaded field it was with only two starts for the real thing. Winkie Freitas led both affairs, but only briefly. A lot of passing and repassing was the order and it was Black Plate Number One Chris Carr out on top at the checkered with two disappointed young men behind. Kurt Chandler took the second-place points in front of Freitas and Todd Beecher.

Steve Ochinang surprised Benny Scardino to win the combined 125cc

Novice/Junior race. Gordon Rudy brought another win home with his Can-Am over Steve Jackson in the 250cc Novice and Vance Sherfield made mincemeat of he 250cc Junior class.

Danny Moore got a good start in the 250cc Expert main and held the point for the distance despite having Doug Chandler do some fancy passing attempts throughout. It was pretty much a one line track and the Kawasaki of Salinas machine couldn't get by the Yamaha of Salinas machine.

In big bore stuff, John Carter brought out a big 350cc Honda to win the 360cc Novice/Junior affair and Norm McCollough was tops in the 500cc Novice. Jeff Iwanaga controlled the 500cc Junior main over Ricky Cremona but scared half the folks to their feet with some vicious tank slappers, though he was all smiles after it was checkered-flagged.

Danny Moore made it a big double win taking his Champion Honda to the front of the 500cc Expert contest with ease and easing home the winner in front of Rocky Robinson on the Cycle Engineering XR500.

Results

100 EX: 1. Winkie Freitas (Yam); 2. Chris Carr (Suz).
60 NOV/JR: 1. Bodie Shepard (Kaw).
80 NOV: 1. Joey Diaz (Kaw); 2. Jason Murphy (Suz).
80 JR: 1. Eric Mayfield (Suz); 2. Ricky Diaz (Kaw).
80 EX: 1. Chris Carr (Suz); 2. Kurt Chandler (Kaw); 3. Winkie Freitas (Kaw).
125 NOV/JR: 1. Steve Ochinang (Yam); 2. Benny Scardino (Suz).
250 NOV: 1. Albert Rudy, Jr. (C-A); 2. Steve Jackson (Yam).
250 JR: 1. Vance Sherfield (Yam).
250 EX: 1. Danny Moore (Yam); 2. Doug Chandler (Kaw); 3. Bruce Johnson (Yam).
500 NOV: 1. Norm McCollough (Yam).
500 JR: 1. Jeff Iwanaga (Hon); 2. Ricky Cremona (Yam).
500 EX: 1. Danny Moore (Hon); 2. Rocky Robinson (Hon).

Pinkstaff scores double at Seattle RR ordeal

By Russ Cazier

AUBURN, WA, JUNE 1

Keith Pinkstaff, riding a Suzuki GS1100 and sponsored by Rose City Motorcycles in Portland, won both Open Production and Open Cafe in the Washington Motorcycle Road Racing Association's second race of the season at Seattle International Raceway. Brian Sutton, Jerry Whitlow and Mike Kenyon each took class wins in Open GP, 600cc Cafe and 410cc Production, respectively, while also taking home either a second or third-place finish in another class.

The poor weather outlook and generally unsettled road conditions throughout Washington, courtesy of Mount St. Helens, made for a small turnout of racers and spectators, and the entire morning practice session was run in the rain with a light coat of volcanic ash compounding traction problems. By the end of practice, SIR was looking like a motorcycle salvage yard with a bike down at nearly every corner and lots of gas and oil on the track. There was enthusiastic agreement at the rider's meeting to a shortened schedule of one heat per class.

The rain fell intermittently through the first three heats of 125cc GP/Open Single GP, 850cc Cafe and 410cc Production, but racers were reporting improving traction as the rain continued to wash the track. The rain stopped and a strong wind came up as race officials called a half-hour lunch break.

After the break, the Open Cafe class took their hot lap to find a miraculously clean and dry 2.25 miles of asphalt.

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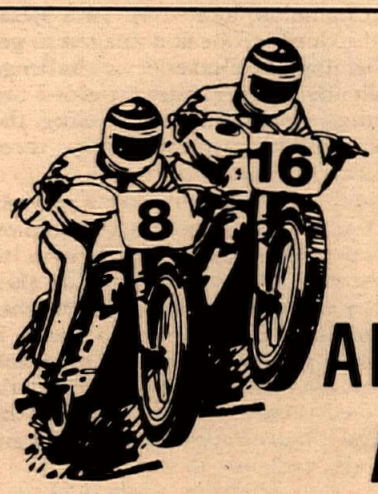

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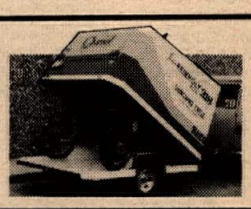

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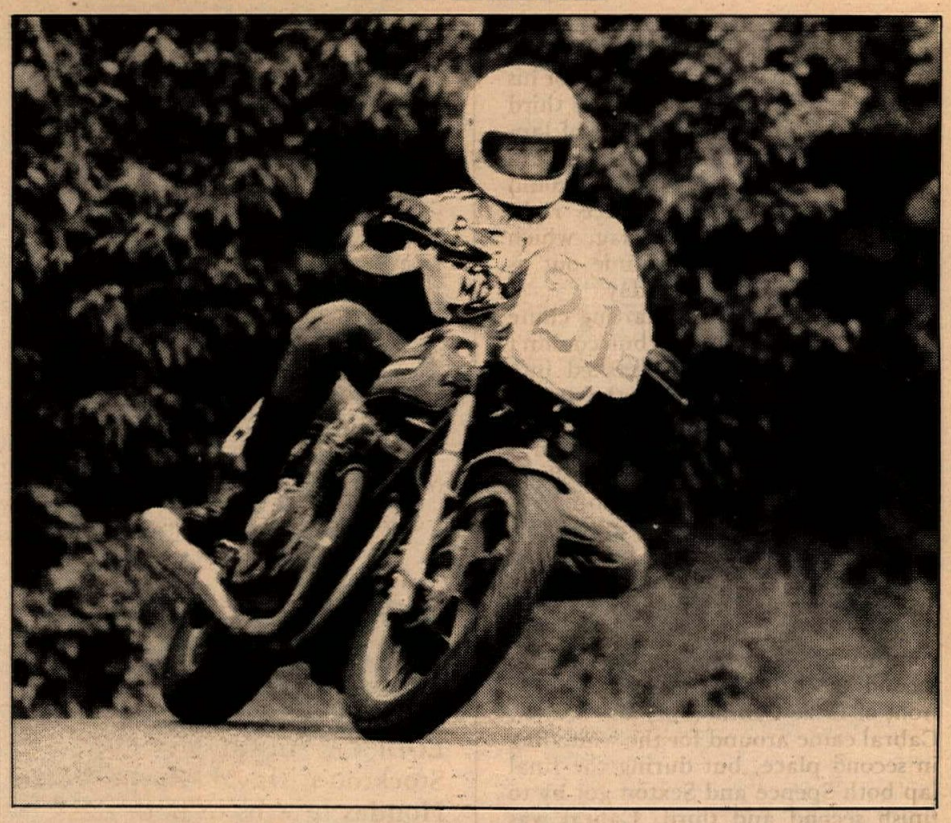

Keith Pinkstaff zipped to a pair of wins in Seattle.

Bob Loose, on a very fast Suzuki 1000 cafe machine, led into turn one with Keith Pinkstaff tucked tightly in his draft where he stayed for three laps until Loose missed a shift, buried the tach needle and spit out a valve shim. Pinkstaff motored by and won going away. Second place in Open Cafe went to Marty Wilkinson on an astonishing collection of mysterious parts attached around a Honda XR500 (!) engine. Pretty it was not, but fast it definitely was.

Two heats later in Open Production, Keith Pinkstaff showed the small but devoted crowd what racing and racers are all about. Pinkstaff had developed a huge lead nine laps into the 12-lap race and when he lapped a back marker, he backed off his pace enough to let the other rider follow him and see his lines and braking points for the final three laps. Pinkstaff's lap times suffered badly, of course, but he led the other rider up from 2:07s to a 1:50 on the final lap, all the while keeping a watchful eye out for Lewis Harruff in second place.

Diane Prutsman decided early against racing her Yamaha TT500 on the slippery track, probably disappointing Joe Rodgers who had a good day on his RE-5 Suzuki rotary in Open Single GP.

Jerry Whitlow, tired of digs about cherry picking in the 600cc Cafe on his questionably legal TZ350, took a solid third in 850cc Cafe, at least briefly quelling the mostly good-natured grumbling along pit row.

250cc GP was a grueling 12-lap duel with some of the northwest's best road racers all in contention until the checkered flag dropped in front of Bruce Lind with Brian Sutton and Paul Peiroli close behind.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Lewis Harruff (Duc); 3. John Haskin (Suz).
750 PROD: 1. Mike Scott (Hon); 2. Rod Chronister (Suz); 3. Dave Wilson (Kaw).
410 PROD: 1. Mike Kenyon (Hon); 2. David Roosevelt (Hon); 3. Wayne Anderson (Yam).
OPEN CAFE: 1. Keith Pinkstaff (Suz); 2. Marty Wilkinson (Hon); 3. Lewis Harruff (Duc).
850 CAFE: 1. Dan Zlock (Suz); 2. Rod Chronister (Suz); 3. Jerry Whitlow (Yam).
600 CAFE: 1. Jerry Whitlow (Yam); 2. Tod Dressel (Yam); 3. David Roosevelt (Hon).
OPEN GP: 1. Brian Sutton (Kaw); 2. Bill Matty (Suz); 3. Bob Loose (Suz).
250 GP: 1. Bruce Lind (Hon); 2. Brian Sutton (Yam); 3. Paul Peiroli (Yam).
125 GP: 1. Scott Moon (Hon); 2. Mike Kenyon (Yam); 3. Tod Dressel (Hon).
OPEN SGL GP: 1. Joe Rodgers (Suz); 2. Steve Haug (Hon); 3. Garth MacDicken (Yam).

Berluti boogies at D-36 benefit MX

By Mel White

BRENTWOOD, CA, JUNE 1

Sand Hill Ranch provided the setting for the annual District 36 Benefit MX. The proceeds from this race pay for the banquet at the end of the year given to honor the top 20 blue plate point winners in each of the district's event categories: motocross, cross-country, enduro, hill climb, scrambles/short track and Vets/OT. If the steak dinner available Saturday night was a preview of the future banquet fare, riders should be highly motivated to earn a free dinner, never mind the prestige of carrying a district blue plate. With an astounding 452 riders signed up, plus associated spectators, it obviously was a financial success. In spite of the large numbers and the Saturday night partying the District 36 officials who did all the work this time proved they can get out and actually run a full day of racing smoothly to most peoples' satisfcation.

The 125cc Experts were the first race off and Mike Beier (Yam) left the line in front. Scott Yarbrough (Suz) was second but slid out at the end of the first lap and lost his position. Beier pulled out his lead until he was many seconds ahead but by mid-race his clutch had come completely out of adjustment. With no clutch Beier could not keep on peak power and Jeff Watts (Yam) began devouring the distance between them. Watts took over the lead and the checkered flag in first place. Beier hung onto second and Joey Schlag (KTM) was third.

In the second moto, Watts grabbed the holeshot and took off with it to finish with a perfect 1-1 score. Dana Waxham (Suz) came off the line in second and remained there till the end. Scott Rebuck (Suz) and Schlag were in line behind Leon Ellis (Suz). By the third lap, Ellis had crashed his way back to ninth place, but it wasn't until two laps later that Beier moved up behind Rebuck and Schlag to finish fifth for the moto, third overall. Schlag's 3-4 was good enough for second overall.

Allen Berluti (Mai) began his triumphant four moto run of wins with a

holeshot in the first Open Expert moto. Brian Jodry (Suz) was right behind and gave him a real race for his money. Dave Woodall (Mai) was third off the line, but after a couple of laps gave up third to Jim Fisk (Mai). Berluti and Jodry really went at it. It could have been either man's race right down to the drop of the flag, which dropped for Berluti this time out as well as three more times today.

Jodry came down the starting chute first in the second moto, but couldn't negotiate the turn and crashed into the rough stuff alongside the track. With Jodry out of it, Berluti romped away in first place. Fisk turned in a solid second-place ride and Brad Emery (Yam) was across for third.

Charlie Sexton was the initial OT leader, coming around the first turn in front of Jerry Jackson (Mai) and Duane Spence (Yam). However, Jackson quickly took command and moved into a comfortable lead. Spence settled into second place for a couple of laps in front of Ernie Cabral (Suz) and Sexton. Cabral came around for the white flag in second place, but during the final lap both Spence and Sexton got by to finish second and third. Cabral was relegated to fourth place.

Jackson repeated his sweep in the second moto with Bill McClinton (DMS) claiming second and Larry Bubak (Yam) third.

Mike Marquez (Yam) had the holeshot in both motos of the 250cc Experts. In moto one, Larry Coleman (Hus) was next followed by Craig Wessel (Yam) and Berluti. Joey Schlag crashed at the start and DNF. By the second lap, Berluti was into the lead and he took it all the way. Coleman and Wessel hung onto second and third.

In the second moto it was Coleman who crashed and DNF behind Marquez's holeshot. Schlag was on the second bike out and Berluti the third. With Belruti soon running in first place, those three moved out ahead and put enough time between them for Schlag to crash and finish no worse than sixth. Marquez stayed up to finish second and claim second overall as well.

Kevin Bixby (Yam), Gary Plaatje (Hon) and Lance Coleman (Hus) were the first three riders through the start in the first moto of the 250cc Junior race with Coleman soon taking the lead. Those three remained the leaders for three laps and then Coleman began fading back. Rick Ryan (Yam) moved up from a 13th-place start to take his place with the leaders.

Robbie Webster (Yam) had the holeshot and led for three laps of the second moto. Ryan was second at the start and Coleman third. Ryan moved into the lead for the second half of the moto and took the checkered flag in first place. Webster retained second and Coleman third place for the moto, but the mixed bag of scores gave the overalls to Jerry Brandt (Kaw), Greg Pennington (Hon) and Kevin Bixby (Yam).

Results

MINI EX: Tim Aston (Yam).
MINI JR: Curt Bissell (Ka)w.
MINI NOV: 1. Scott Schubert (Suz); 2. Jon Nauman (Yam); 3. Michael Minjaro (Suz).
100 JR: 1. LaRoy DeLeon (Suz); 2. Ronnie Williams (Suz).
100 NOV: Tony Lindsay (Suz).
WOMEN EX: Dorene Payne (Kaw).
WOMEN JR: Marcy Lewis (Suz).
WOMEN NOV: 1. Shelly Coffey (Suz); 2. Melissa Ross (Suz).
125 EX: 1. Jeff Watts (Yam); 2. Joey Schlag (KTM); 3. Mike Beier (Yam).
125 JR: 1. Steve Richards (Yam); 2. Kevin Bixby (Yam); 3. Mike Whalin (Suz).
125 NOV DIV I: 1. Troy Barazoto (Yam); 2. Mike Brown (Kaw); 3. Scott Fendorf (Suz).
125 NOV DIV II: 1. Scott Rohrs (Suz); 2. Tony Souza (Yam); 3. Scott Keller (Suz).
125 NOV DIV III: 1. Jeff Renner (Yam); 2. Dave Mareci (Yam); 3. Erik Hellgren (Hon).
250 EX: 1. Allen Berluti (Mai); 2. Mike Marquez (Yam); 3. Chuck Aksland (Yam).
250 JR: 1. Jerry Brandt (Kaw); 2. Greg Pennington (Hon); 3. Kevin Bixby (Yam).
250 NOV DIV I: 1. Shane Einwall (Yam); 2. Duane Doran (Yam); 3. Bill Stout (Hon).
250 NOV DIV II: 1. Scott Merrow (Hon); 2. James Casey (Yam); 3. Brian Lynch (Suz).
250 NOV DIV III: 1. Don Clark (Yam); 2. Paul Danrich (Yam); 3. Jimmy Rich (Yam).
OPEN EX: 1. Allen Berluti (Mai); 2. Jim Fisk (Mai); 3. Brad Emery (Yam).
OPEN JR: 1. Jeff Maxwell (Hus); 2. Frank Sacher (Yam); 3. Robert Stone (Mai).
OPEN NOV: 1. Chuck Lanzarone (Mai); 2. Ken Kosit (Yam); 3. Tom Conklin (Hus).
VET EX: 1. Steve Ferroni; 2. Scott W. Davis (Mai); 3. Jerry Sage (Yam).
VET JR: 1. Robert McGowen (Bul); 2. Fred Strunk.
VET NOV: 1. Darrell Lawson (Yam); 2. Doobie; 3. Charles Pahel.
OT EX: 1. Jerry Jackson (Mai); 2. Duane Spence (Yam); 3. Charlie Sexton.
OT JR: 1. Carl Leihe (Suz); 2. Fred Parsen (Hon).
OT NOV: Jorgen Jorgensen (C-A).

Boyles aces Lodi ST

By Ann Carr

LODI, CA, MAY 31

Stockton's David Boyles rode Hondas to wins in both the 250 and 350cc Expert Main events tonight and thus walked away with top money and points.

Six restarts marred a highly competitive 250cc event, but David survived the shuffle and beat out Ben Zakarian and Bill Scott for the money. The 360cc go was easy for Boyles as Dennis Huff held off the pack for second. Ted Davidson won his second 500cc Expert Main in a row over point leader Mark Key.

Spinetti's Suzuki man Tommy Knight slipped his Star-framed RM80 out front of the 80cc Expert class and held off Chris Carr for his first Expert Main event victory. Mark Imel won his third Novice Main and Gustine's Ronnie Hayes cruised to the Junior first after Bobby Black fell.

In Sportsman action, Shawn Black again blitzed the 250cc Juniors with Mike Bird and Chris Roehlk in tow. Steve Nunes bested Bill Knight for the 500cc Junior win and also took top spot in a Junior King race. Some fast Novices swapped spots as Al Rudy won the 250cc Main and placed second in the King race while Jeff Rose and Mike Swartz stung the 500 and 360cc troops respectively. Antioch's James Ashley did not place in the Mains, but determinedly grabbed the Novice King race.

Featured at Lodi in June is TT weekend June 20-22 with AMA and D-36 scrambles races on Friday and Saturday. The AMA Amateur and Mini TT National qualifiers are on Sunday. Top qualifiers in the Sunday event will be invited to the National TT Championships in Kansas in August. ●

Results

85 NOV: 1. Mark Imel (Suz); 2. Harold Gepford (Suz).
85 JR: 1. Ronnie Hayes (Suz).
85 EX: 1. Tommy Knight (Suz); 2. Chris Carr (Suz); 3. Aaron Hill (Kaw).
125 NOV: 1. Doug Baber (Yam).
125 JR: 1. Chris Fischer (Yam); 2. Rob Dunham (Yam).
200 NOV: 1. Clay Horton (Yam); 2. John McGill (Suz).
250 NOV: 1. Al Rudy (C-A); 2. Randy Fisher (Yam).
250 JR: 1. Shawn Black (C-A); 2. Mike Bird (Hon); 3. Chris Roehlk (Suz).
250 EX: 1. David Boyles (Hon); 2. Ben Zakarian (Kaw); 3. Bill Soctt (Yam).
360 NOV: 1. Mike Swartz (Hon); 2. Rick Record (Bul).
360 EX: 1. David Boyles (Hon); 2. Dennis Huff (Hon).
500 NOV: 1. Jeff Rose (Yam); 2. Randy Holycross (BSA).
500 JR: 1. Steve Nunes (Yam); 2. Bill Knight (Yam).
500 EX: 1. Ted Davidson (Yam); 2. Mark Key (Yam); 3. Bill Scott (Yam).
ODY PP: 1. Patty De Pont (Hon).
ODY MOD: 1. Manual King (Hon).
ODY SK: 1. Leo King (Hon); 2. Gary Rieb (Hon).
NOV KING: 1. James Ashley (Yam); 2. Al Rudy (C-A); 3. Randy Fisher (Yam).
JR KING: 1. Steve Nunes (Yam); 2. Robert Curry (Yam); 3. Mike Cronk (Yam).

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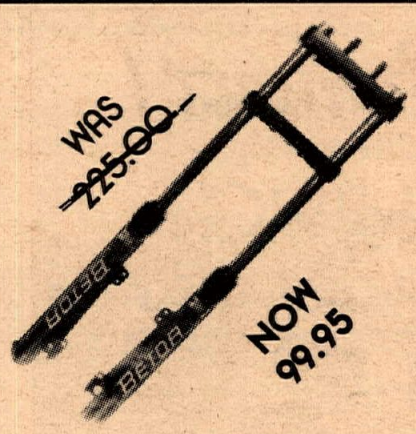

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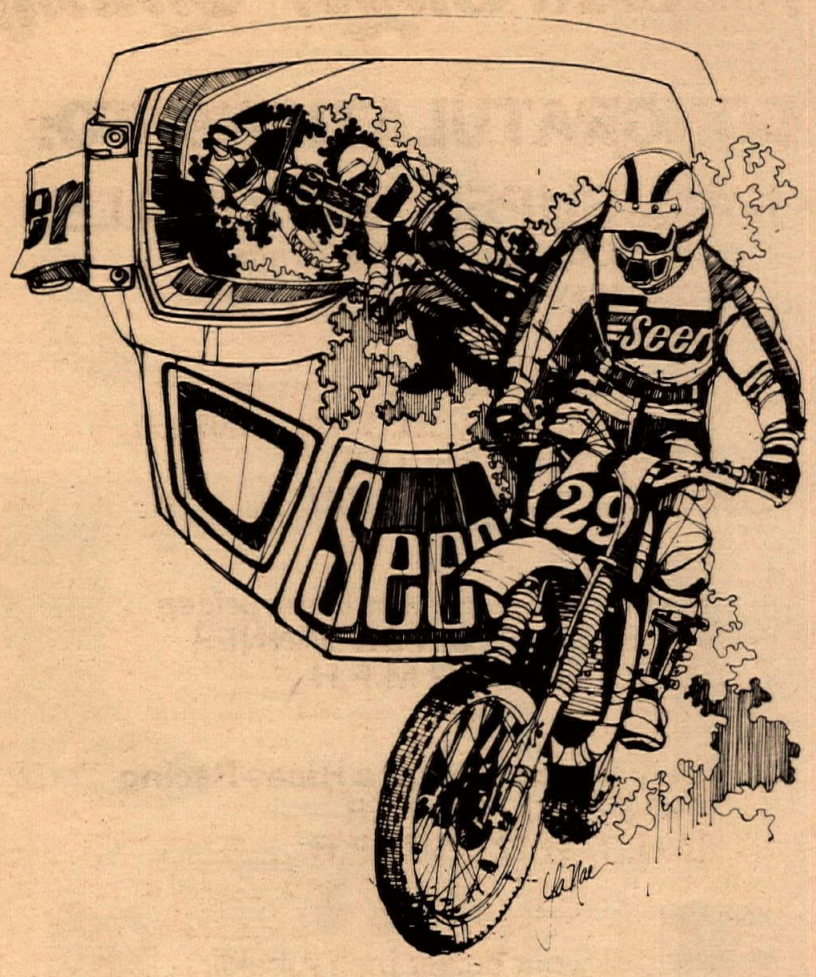

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Central Pipeline

Mel Newman won big then DNF in Combined Experts. (File Photo)

Spencer on top at Rockwall

By Charlie Wiese

ROCKWALL, TX, JUNE 1

On a warm and windy day in north Texas, spectators and riders were treated to some excellent racing on one of the finest race facilities in the country. When the dust cleared and the two 20-minute plus motos had been run, Kirk "The Kid" Spencer (Yam) was on top of the combined Pro event with a 2-1 tally for top honors.

The split program at Rockwall was filled with some exciting races in the morning program with "Flyin'" Brian Yelton (Yam) piloting his "yellow bird" to consecutive victories in Mini Senior action. Yelton was untouchable all morning with flawless rides in both rounds that had the field chasing "Flyin'" Brian after turn one in both rounds of racing action with "Wild" Bill Quinn (Suz), Greg Hodges (Yam), Mark Mills (Yam) and Scott Matherly (Yam) following in the overall column.

100cc action had Victor Montoya (Suz) bendin' it back the hardest to take the overall honors. Montoya came from behind to win with Yamaha-mounted "Mongoose" Jon Davenport taking second-place honors after a hard-fought battle in round two that ended with Montoya on top and "The Mongoose" in second. Rickey Joranville (Suz) was third with a consistent 3-3 performance.

Over 30 action was dominated by Jerry "The Thumper" Boren (Yam) who took his TT500 Yamaha to consecutive victories. Boren was pursued in each round by the "Crazy Man" Charles Nezat (Yam) who came back from a pair of poor starts to take second with Robert King (Yam) finishing third and Jimmy Stone (Suz) rounding out the top four.

Chris "The Rocket" Retra (Hon) put it to the 125cc Novice crowd with a pair of brilliant rides. Retra was on top in both rounds as he let the field suck dust. Tommy Wieboed (Suz) took second after battling with early threats Paul Suniga (Yam) and Jacob Offerle (Yam) who finished third and fourth respectively. Eddie Lee (Yam) and Richard Hill (Yam) finished fifth and sixth in the overall column.

In 250cc Novice wars, "Flyin'" Flynn Coon (Yam) took his "yellow bird" to victory in consecutive rounds with a pair of brilliant come-from-behind rides. Second all morning long was Brad Shelton (Suz) who was closely followed by third-place rider Lonnie Hale (Yam) in the overall column. Brad Mills (Yam) broke into the top four with a pair of fives to his credit.

The afternoon program followed with some excellent racing taking place. In 125cc Intermediate action, Randy "Manhandler" Mansell (Yam) dazzled the crowd with excellent rides in both rounds. Mansell aced the competition with a pair of aces as "Dashin'" David Flores (Yam) took home second-place honors with a 3-2 performance and Ron Kunz (Yam) finished third with a 2-3 effort.

The other action-filled event in the afternoon program was the combined Pro race. Kirk "The Kid" Spencer (Yam) put his name at the top of the overall column with a 2-1 punch. In round one, Mel Newman (Yam) let the competition suck dust as he put together an excellent ride that ended with Newman, Spencer, Chris Hipp (Yam) and Tom Holtan (Hon) finishing in order.

In round two, "The Kid" came out on top after Newman was forced to retire with mechanical problems. Mike "Dr. J" Jones (C-A) finished a quick and consistent second in round two with Chris "The Bullit" Hipp (Yam) finishing third, Mark Rakestraw (Hon) fourth and Jon Kolbensvik (Mai) fifth. Overall it was "The Kid," "The Bullit," Rakestraw, Kolbensvik, Tom Holton (Hon), Newman and "Dr. J." •

Results

MICRO MINI: 1. Jason Jessup (Yam); 2. Steve Crawford (Yam); 3. Marshall Hicks (Suz).

MINI SR: 1. Brian Yelton (Yam); 2. Bill Quinn (Suz); 3. Greg Hodges (Yam).

OVER 30 INT: 1. Jerry Boren (Yam); 2. Charles Nezat (Yam); 3. Robert King (Yam).

250 NOV: 1. Flynn Coon (Yam); 2. Brad Shelton (Suz); 3. Lonnie Hale (Yam).

250 INT: 1. Gene Goodier (Hon); 2. Mike Hipp (Yam); 3. Tony Iacovelli (Yam).

COMB EX: 1. Kirk Spencer (Yam); 2. Chris Hipp (Yam); 3. Mark Rakestraw (Hon).

MINI JR: 1. Craig Jackson (Suz); 2. Troy Hogue (Yam); 3. Stephen Jones (Yam).

100 NOV: 1. Victor Montoya (Suz); 2. Jon Davenport (Yam); 3. Rickey Joranville (Suz).

125 NOV: 1. Chris Retra (Hon); 2. Tommy Wieboed (Suz); 3. Paul Suniga (Yam).

125 INT: 1. Randy Mansell (Yam); 2. David Flores (Yam); 3. Ron Kunz (Yam).

OPEN INT: 1. Russell Pattison (Yam); 2. Jay Raymor (Suz); 3. John Voss (Suz).

RESULTS

Bosch/Duralube Spring '80 Colorado MX Series Final Standings

OPEN A
Dave Stermer
250ccA
Mike Knupp
125cc A
Jim Mitchell
OPEN B
Ty Horden
250 B
Brent Smith
125B
Jeff Ramey
OPEN NOV
Berkeley Osborn
250 NOV
Steve White
125 NOV
Don Turner
VETS A
Richard Dostal
VETS B
John Arhey
80cc A
Art DeHoff
80cc B
Larry Beeman
80cc NOV
Rusty Griggs
60cc NOV
Mitch Echardt

EIMA Motocross
Pocatello, ID
June 1, 1980
By Illene Randall

125 EX
Jeff Kaiser
Dan Ferguson
Steve Hoffine
250 EX
Bob Krah
Jeff Kaiser
Dan Ferguson
OPEN EX
Kim Dayton
Terry Krehbiel
Russ Mitchell
125 INT
Greg Olsen
Brian Eaton
Steve Jones
250 INT
Mike Dayton
Randy Rose
OPEN INT
Ken Menck
Todd Frasure
Andy Williams
125 JR
Michael Freeman
Kory Colvin
Kent Powell
250 JR
Bennie Cooley
Mark Smith
Terry Humphrey
OPEN JR
Galen Hill
Gary Jensen
Jerry DeJournett
OT
Denver Linchied
Dude Randall
MINI EX
Jeff Robinson
Bary Eaton
Darin Buttars
MINI INT
Todd Anderson
Todd Smith
Monte Larson
MINI JR
Heath Hills
Sam Ish
Shaun Lemons
MINI MINI
Kris Wilderson
Brett Murdock

AME Motocross
Sprockets Park
Bakersfield, CA
June 7, 1980
By Laura Richard

125 PRO
Mark Bledsoe — Yam
Randy Harden — C-A
Steve Schmitz — Yam
250 PRO
Jeff Stubblefield — Hon
Andy Jennings — Mai
Danny Thompson — C-A
500 PRO
Andy Jennings — Mai
Mark Bledsoe — Yam
Darin Oliver — Yam
125 INT
Gary Curtis — Suz
Gary Bowman — Hon
Darin Layton — Yam
250 INT
Paul Hager — Hon
Brand Johnson — Suz
Troy King — Hon
500 INT
Brand Johnson — Suz
Dennis Stubblefield — Suz
Robert Springman — Yam
125 JR DIV I
Steve Leonard — Suz
Shaun McKeown — Kaw
Kenny White — Yam
125 JR DIV II
Carl Batey — Suz
Guy Childs — Yam
Matt Tasos — —
250 JR
Pat Streiff — Yam
Rodger Williams — Hon
Jeff Bouchillon — Kaw
100 INT
James Bennett — Suz
100 JR
Preston Wade — Suz
Jeff Weaver — Yam
Charley Fisher — Suz
VETS EX
Stewart Rogers — Yam
David Rogers — C-A
Randy Gafner — Yam
VETS JR
Bill Springman — Yam
Carl Casnova — Yam
Ed Lampkins — Hon
83 EX
Andy Ellis — Yam
83 INT
Lance Johnson — Suz
Jim Heiser — Yam
Katrina Wallis — Suz
83 JR
Wesley Furrh — Yam
Phil Butler — Suz
David Triplitt — Suz
61 INT
Kyle Lewis — Yam
Danny Lamb — Yam
John Ethell — Suz
61 JR
Jeff Reynolds — Suz
Kayle Johnson — Suz
Alex Rogers — Suz
PEE WEE
Andy Jeffers — Suz

Cross Country Race
Kalispell, MT
May 18, 1980
By Larry Hamilton

1. Steve Battista — Open
2. Ed Bezanson — 250
3. Ricky Anderson — 250
4. Don Taurman — Open
5. Larry Hamilton — Open
6. Gene Gros — Open
7. Reed Brown — 125
8. Bruce Alldredge — Open
9. Orland Leland — 175
10. Dave Covert — 175
11. Dave Whiteman — Open
12. John Altenberg — Open
13. Terry Williams — 250
14. Ken Evenson — 125
15. Darwin Struck — 250
16. Greg Carson — 175

AME Motocross
Indian Dunes
Valencia, CA
June 6, 1980
By Laura Richard

125 PRO
Steve Schmitz — Yam
Bob Kline — Yam
Mark Moscrop — Hon
250 PRO
Bob Kline — Yam
Mark Parkerson — Yam
Mark Amendola — Yam
500 PRO
Andy Jennings — Mai
Ken Zahrt — Suz
Darren Oliver — Yam
125 INT
Mark Chikasawa — Suz
Harold Smith — Yam
Lance Johnson — Suz
250 INT
Brand Johnson — Suz
Andy Richard — Yam
Ron Wade — Mai
125 JR DIV I
Kevin Evans — Suz
Sammy Avrian — Suz
Brent Smith — Suz
125 JR DIV II
Jon Alexander — Hon
Frank Costanzo — Suz
Jim Hartman — Hon
125 JR DIV III
Robert Kotanjan — —
Tate Satterfield — Yam
Kevin Brewis — Yam
250 JR DIV I
David Thayer — Yam
Joe Bawer — Suz
Todd McDonald — Yam
ODYSSEY MOD
Steve Glime
ODYSSEY STOCK
William Eveland
Thomas Rini
Craig Smith
250 JR DIV II
Rodger Williams — Hon
Graig Staton — Yam
Jeff Bouchillon — Kaw
500 JR
Mike Stepak — Hon
Bill Andrews — Hus
Bob Dunham — Yam
125 BEG
Eric Brune — Suz
David Wright — Suz
Theo Stryvzk — Suz
250 BEG
Jay Hopkins — Yam
Bill Lebens — Kaw
Bob Greenstreet — Yam
500 BEG
Kurt Rodas — Yam
VETS JR
Dinky Denny — Yam
John Dialogue — C-A
Jerry Johnson — Yam
100 INT
Rick Houghtaling — Suz
Gene Stephens — Suz
100 JR
Herman Loaiza — Suz
John Spar — Yam
Mark Davenport — Yam
83 INT
Bob Simons — Yam
Lance Johnson — Suz
John Gersjes — Yam
83 JR
Joseph Lozano — Yam
Dennis Chick — Suz
Mark Leckman — Suz
60
Calr Tignino — Suz

SRAC Motocross
Berthoud, CO
May 31, 1980
By D.E. Burgener

85cc EX
Matt Lindsey — Kaw
Art DeHoff — Kaw
Josh Wheeler — Kaw
85cc AM
Bryan Walters — Yam
Darren DeLoach — Yam
Larry Beeman — Suz
85cc NOV
Rusty Griggs — Yam
Scot Steigerwald — Yam
Mike Berry — Yam
60cc AM
Brant McCoy — Suz
Doug Ruby — Yam
Ted Wiencek — Suz
60cc NOV
Mitch Eckhardt — Suz
Scott Sylvester — Suz
Roy Wheeler — Yam
500cc NOV
Jeff Scott — Yam
Greg Wischmeyer — Yam
Ted Padilla — Yam
250cc NOV
David Curry — Yam
Steve White — Kaw
Dale Tanaka — Yam
125cc NOV
Don Turner — Yam
Don Lawler — Yam
Ken Fox — Hon

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PRO STOCK WINNER
5.69 E.T. at 123.28 M.P.H.

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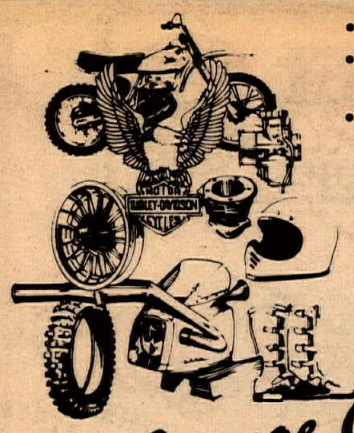

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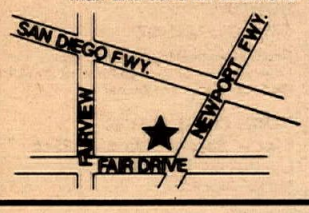

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CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/5	Topeka, KS/H-M
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

6/29	Sears Point, CA/125-500
7/6	Washougal, WA/125-500
8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

7/12-13	Los Angeles, CA
8/9-10	Philadelphia, PA
10/25	San Diego, CA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

8/17	200 mi. Nat'l. Lansing MC Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

6/28-29	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

8/16-17	Summer Nationals Washington, DC
9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

TBA	MotorCity Natls. Detroit Dragway Detroit, MI
TBA	US Nitro & Bracket Championships US 30 Dragway Gary, IN
7/26-27	Dragbike! Natls. TBA
8/2-3	2nd Annual Garden State Classic Island Dragway Great Meadows, NJ
8/8-9	Bikernationals Black Hills Dragway Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/20	MidAmerica Finals National Trail Raceway Columbus, OH
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

8/21-24	Off Road World Championships Riverside, CA
9/27-28	Off Road Championship Sonoma, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

6/27	Freemansburg, PA
7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Western Region

7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475
7/27	Washougal, WA Northwest MX Ent. 503/644-5395, 472-2475
8/3	Sandy, OR Northwest MX Ent. 503/644-5395, 472-2475

Central Region

6/22	Shreveport, LA Rio Bravo MX 713/482-7593
7/20	Tipton Hills, IA Tipton Hills Rec., Inc. 319/946-3131
10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

7/6	Mt. Morris, PA Hi-Point Raceway 304/296-4157
7/13	Malvern, OH Moto Sports Trails, Inc. 216/823-3786
8/17	Brownsville, PA Hi-Point Raceway 304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

6/29	Braselton, GA
8/3	Monterey, CA
8/17	Mt. Pocono, PA (Pro-Am Series)
8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series

1980 AMA Regional Dirt Track Series

Western Region

6/27	Clackamas, OR/TT
7/13	Clackamas, OR/TT
8/10	Sturgis, SD/H-M

Central Region

7/13	Bridgeton, MI/TT
8/10	Seymour, WI/H-M
8/14	Pecatonica, IL/H-M
9/28	Oklahoma City, OK/H-M

Eastern Region

8/15	Hamburg, NY/H-M

World Championship Observed Trials Series

6/22	Switzerland
6/29	West Germany
7/13	Italy
8/24	Finland
8/31	Sweden

World Championship Road Race Series

6/28	Netherlands
7/6	Belgium

7/27	Finland
8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship MX Series

125cc

6/22	Czechoslovakia
7/6	Finland
7/27	LEXINGTON, OH
8/3	Canada
8/17	Spain

250cc

6/22	Great Britain
6/29	France
7/13	Netherlands
7/20	NEW BERLIN, NY
8/17	Finland
8/24	Sweden

500cc

6/22	CARLSBAD, CA
6/29	Canada
7/20	West Germany
8/3	Belgium
8/10	Luxembourg

World Championship Endurance Road Race Series

6/22	Osterreichring, Austria/8 hr.
7/5-6	Montjuich, Spain/24 hr.
7/27	Suzuka, Japan/8 hr.
8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

6/21	Carlsbad, CA Women's 125cc Expert MX Nationals
8/1-3	Lake Whitney, TX Honda/AME American Minicycle Grand Natl. Finals
8/2-3	Morgantown, WV AMA/Suzuki Youth MX Natl. Final
8/5-10	Ponca City, OK NMA National
8/17	Carlsbad, CA Women's MX Nationals
9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2	Carlsbad, CA Superbikers

Other Major Events Abroad

6/22	Yugoslavia Speedway Pairs World Championship
8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophee des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track World Championship
9/21	Poland Team Speedway World Championship
9/22-27	France ISDT

EVERY WEEK

Tuesday

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $4.00 Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

D-36 SHORT TRACK
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes. Semi-Pro & Mini. Gates open 5 p.m., prac. 6, race 7:15. $3 watch, $8 ride. Info 415/533-4327, 408/463-0548.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511.

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $1,165 purse, ¼ mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch $4, 13-16 $3, 9-12 $1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry $10, watch $4, Info 916/363-2646.

SACRAMENTO SPEEDWAY
Cal Expo Fairgrounds, Sacramento, CA. Ethan Way & Exposition Blvd., Gate 9. $1225 purse, entry $7. Race 8:15 p.m. John Houston 916/448-7557, 485-7140.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTOCROSS
Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry $8, Pros $10, watch $3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippee Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry $8, Semi-Pro $4, 2nd bike $6, watch $3. Sheila 916/534-8955.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS SHORT TRACK
Ross Downs, 6500 Business 121, Colleyville, TX. Between Ft. Worth & Grapevine. Micro Mini thru Open Ex., 100% p.b. Entry $6, Ex. $10. Royal Enterprises. 817/267-5635.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30

1980 HONDA AMERICAN MINICYCLE CHAMPIONSHIP SERIES

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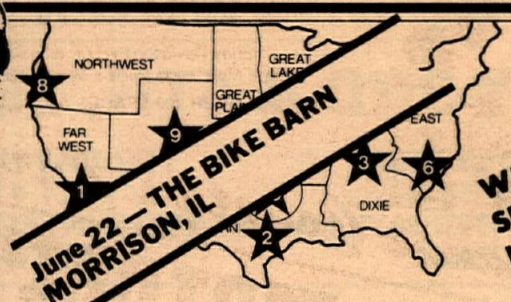

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4. JUNE 22 THE BIKE BARN — Bill Gusse, Rural Route 3, Morrison, IL 61270, 815/778-3641
5. JUNE 28-29 LAKE CITY CYCLE PARK INDEPENDENCE, MO — Gene Lewis, 4001 S. Leslie, Independence, MO 64055, 816/833-0744
6. JULY 6 DUBLIN RACETRACK — Oren Taylor, Rt. 1, Box 108, Elizabeth Town, No. Carolina 28337, 919/866-4325
7. JULY 13 MOTORCYCLE RACEWAY OKLAHOMA CITY, OK — Jerry Surber, 233 Palm Aire Dr., Friendswood, Texas, 713/483-7593
8. JULY 20 CLARKS BRANCH MX TRACK ROSEBERG, OR — Ralph Huffman, 1381 S.E. Magnolia Dr., Roseberg, Oregon 97470, 503/673-3205 503/673-1671
9. JULY 26-27 AZTEC RACEWAY COLORADO SPRINGS, CO. — Tony Gonzales, 2014 Afton Way, Colorado Springs, CO 80909, 303/473-8360
10. AUGUST 1-2-3 GRAND NATIONAL FINALS LAKE WHITNEY CYCLE RANCH LAKE WHITNEY, TX — Jerry Surber, A.M.E., P.O. Box 988, Lk. Whitney, Texas 76692

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AMA Area 6 SUZUKI YOUTH MX QUALIFIER
Classes for Mini, 100cc, 125cc up to 15 years
(Mini up to 14 yrs.) Free drawing for RM 80
Saturday Night JULY 19
AMA Area 9 AMATEUR MX QUALIFIER
Class A Expert Riders
AMA SANCTIONED
Saturday Night JULY 26
AMA SHORT TRACK QUALIFIER All Classes
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June 21/22 — San Gabriel Dual Euro. Scrambles
June 22 — Lightweights TT Scrambles
July 5/6 — So Cal M.C. Grand Prix
July 13 — Sunrise Park Moto Cross
July 20 — DeAnza Park Moto Cross
July 27 — Rovers Hare Scrambles

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AS IMPORTANT
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Sat. Nite JUNE 28

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Newman, CA

SEND $10

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ENGINE DISPLACEMENT _____ _____ _____
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0-85 St. 0-85 Mod.

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Amateur
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126-200 201-250
251-300 361-500
500-Open

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MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED

Member Sportsman $8—Member Experts $12—Non-Member add $2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass Free overnight camping—Pay once, stay all weekend—Gate opens 6:30—Practice 8:30—Race 9:30

Weekdays & Sat. (714) 653-8068—Sun. (714) 653-7979

RIDE AWARE

MOTORCYCLE INDUSTRY COUNCIL, INC.

SRA Schedule

JUNE 29 CARLSBAD G.P.

714-828-1358

a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

June 18

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

June 20

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

June 21-22

NMA SAN ANTONIO NATIONALS
Sayers MX Park, Sayers, TX. From San Antonio, take US 87 S to Sayers exit, S on Stuart Rd. 1½ mi., rt. @ MX park sign. Split program: All Mini, 100, 125 & 250 Nov., Over 30 & Enduro sign up 8:30 a.m., prac. 9:15, race 10. Int. & Ex. sign up 12:30, prac. 1, race 1:45. Entry $9, Ex. $12, gate $3. Dirt Bikers Club of SA 713/849-0937.

D-37 EUROPEAN SCRAMBLES
Sidewinder Rd., Barstow, CA. 20 mi. N of Victorville, 6 mi. S of Barstow on 15 fwy. @ Sidewinder Rd. exit. All classes, new short course, no worn out sections. Entry $12. Start 9 a.m. both days. Carl Koncur 213/332-0354.

NMA TULSA NATIONALS
Tulsa, OK. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Mel Gere for entry & info. 417/862-4794.

NMA JUNCTION CITY NATIONALS
Junction City, KS. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Janie Windmiller for entry & info. 816/765-6638.

June 21

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Entry $10/$14. Gate opens 4:30 p.m. T. Timmons 602/971-8344.

AMA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Mini-500cc, class C traction req. Entry $7, Ex. $10. Monterey Bay Rams, 84 Carlton Dr., Monterey, CA. 408/394-8225.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, Hwy. 99E & Gate-Shippee Rd. Details in Every Week — Saturday section. Practice for Sunday's Mike Hall Benefit Race. Sheila Turner 916/534-8955 (days).

LUCKY CARD TRAIL RIDE
Prairie City OHV Park, Sacramento, CA. On White Rock Rd. between Prairie City & Grant Line Rds. just S of US 50. Two 12-mi. loops, 3 cards chosen/loop, prizes to 3 highest & lowest hands ea. class. OT, men, women & kids classes. Park use fee $1/100cc & under, $2/101cc & over, $1 req. fee. Sign up 7:30-8:15 a.m., start 8:30. Sponsored by Sacramento County Dept. of Parks & Recreation. Info 916/351-0271.

ZAP OPEN MOTOCROSS PRACTICE
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. Prepared track, open to all. Rider $5, watch $1. Open 10 a.m.-2 p.m. info 415/355-4760.

SADDLEBACK SATURDAY SUMMER SERIES
Saddleback Park, Orange, CA. $3000 Pro purse, $3000 Am. prizes, drawing for RM80T, win tickets to USGP. Gates open 7:30 a.m., race 9. Entry $13, Pros $20. Info 714/495-4771.

NMA TUCSON NATIONALS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. Top 10 pt. winners each class qualify for Ponca City, you must ride 3 races (inc. El Pso 6/14) to qualify. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Pre-entry $12, post $25, gate $4 pre, $5 post, riders $5/bike or $7.50 for both days. Contact Ron Keyes for entry & info. 602/795-2238.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req. All classes. Free o/n camping. AME, PO BOx 1421, Reseda, CA 91335. 213/881-5778.

June 22

AMA YOUTH MOTOCROSS AREA 6 QUALIFIER
Lakewood Sportscycle Assn., 15600 W. Alameda, Lakewood, CO. D-25, 26 qualifier, classes 0-60 thru 125cc. Entry $10. Bob Leman 303/988-2329.

AMA/SUZUKI YOUTH MOTOCROSS
Rockwall Motocross Park, Rockwall, TX. On I-30. 8 classes, 0-125cc. All AMA Youth riders eligible from D-18, 19, 20 & 21; 1st race. Entry $10. Larry Cleshorn 214/722-9942.

NMA CLOVIS NATIONALS
Clovis, NM. MX Classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Gary Smith for entry & info. 505/863-6494.

MOTHERS MOTOCROSS
Las Vegas Motocross Park, Las Vegas, NV. Approx. 15 mi. N of town on I-15, Apex (#58) turn-off, rt. 200 yds. Pee Wee-OTHG, Sptsmn. trophies, 50% Pro p.b. "Trick" new course, concessions, outhouses. Entry $12, pros $15. Sign up 6 a.m., prac. 7, race 8. Mary "Ralph" Fith 702/361-6462.

UTAH MOTOCROSS
Kanab, UT. Long, trick, natural course; jet for 5000'. Sign up Sat. noon, prac. Sun. 8:45 a.m., race 9:45. 3 20-min. motos, 2 15-min. motos for Minis, 20% trophies Mini/Nov., 10% Int./Ex. Entry $15, watch $2. O/N camping & concessions @ track. All cards honored, MRAN rules. Mark Holt 801/644-2152.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

WMRRA DEALER'S CHALLENGE 6-HOUR ROAD RACE
Seattle Intl. Raceway, Seattle, WA. No GP, only 410/Open Prod., 600/Open Cafe. Limited entry, 1st 60 teams. Trophies & $ to winners, min. $500 to 1st O/A team. Entry $65/team, 2-3 riders/team req. Gates open 7 a.m., prac. 9-9:30, race 11. Bikes must be street legal. Claude Hammond, WMRRA Treasurer, 13712 2nd N.W., Seattle, WA 98177.

DRAN HARE SCRAMBLES
Weeks, NV. Limed from Silver Springs. All classes, DRAN pts., 30% trophies, finish pins. Entry $15. 8 a.m. start. Dan Hensley 702/359-7624, 322-5566.

NMA DE ANZA NATIONALS
DeAnza Cycle Park, Sunnymead, CA. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age Groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Ron Henricksen for entry & info. 213/868-8112.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance, entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

D-36 MOTOCROSS
Carnegie Cycle Park, Livermore, CA. Hwy. 580 to Vasco Rd. E of town, S to Tesla Rd., left approx. 10 mi. to track. All classes, bonus trophies, blue plate pts., hillside track, campers OK. AMA Prog. Pro. 100% purse. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $11, Ex. $15 + 13. No dogs allowed. Boss Motocross 415/829-8377.

MIKE HALL BENEFIT/D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, Hwy. 99E & Gage-Shippee Rd. Mini-500, Sptsmn. & Semi-Pro. 100% p.b. Entry $8, S-P $4, 2nd bike $6, pit pass $1, watch $3, under 12 $1. Gates open 7:30 a.m., sign up 8-11, prac. 10, race noon. All proceeds to injured Mike Hall of Red Bluff. Sheila Turner 916/534-8955 (days).

MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy. 70 @ 1st & F St. AMA Prog. Pro (½ Pro pts.), all classes, rider insurance, D-36 rules, free camping, paved parking. No bicycles or pit bikes. Natl. qualifier race for Minis, an RM given away by drawing to Mini. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $13, Semi-Pro $3 + $15 to purse. Watch $4, 6-12 $1. Charlie Sexton 916/695-2727, 2088.

OMRRA ROAD RACE
Portland Intl. Raceway, Portland, OR. Exit 306B off I-5 N. Prod., Cafe & GP (Trophy & Money). $1600+ for 250GP Challenge, $500 to 1st, 75% p.b. in other money classes. Entry $20 1st, $12 2nd, $10 add. GP Money $25. No post entry fee for AFM racers. OMRRA — Treasurer, 6223 SE 21st, Portland, OR 97225. Herman Kachold 503/239-4038, 292-4511.

NMA BERTHOUD NATIONALS
Berthoud, CO. MX Classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Chuck Boyd for entry & info. 303/979-8892.

10TH ANNUAL BEL-RAY 500cc USGP
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, 5 mi. E of I-5 on Palomar Airport Rd. 6th race in 1980 World 500cc MX Championship, top European & American stars. Sat. gates open 10 a.m., prac. & qualifying 2. Sun. gates open 7, prac. 9:30, opening ceremonies noon, race 12:30. Tickets @ Ticketron or by mail from Grand Prix Motocross, PO Box 2820, Mission Viejo, CA 92690. Advance prices $10, under 12 $6, weekend $12.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINICYCLE MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 a.m., prac. 8, race 9. 30% brass. AME lic. req. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

WASHINGTON MOTOCROSS
Thurston-Grays Harbor ORV Park, Olympia, WA. 16 mi. W of town on Hwy. 8. Mini-OT. Sign up 8 a.m. Entry $9, Pros $13, watch $3. AMA-sanctioned. Info 206/871-4753.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

D-27/28 MOTOCROSS
Mountain View Cycle Park, Sandy, OR. AMA Am. & Prog. MX. Entry $8, Prog. $12, watch $3.50, 7-11 $2. Info 503/668-4851.

D-37 TT SCRAMBLES
Saddleback Park, Orange, CA. Chapman Ave. E from Newport Fwy., S on Santiago Canyon Rd. All classes + hacks & Seniors. Pros 80% P.B. New National qualifier long course. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6, entry $8, pro $15, watch $3. Lightweights MC. 213/317-7356, 495-4771.

CMC/ZAP MOTOCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. All classes, 30% trophies, 100% Pro p.b. D-36 cards accepted. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15. No O/N camping. Info 415/355-4760.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theordore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

June 27

INDOOR MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport Fwy. (55). Buy or sell new & used bikes, parts & accessories. Gates open 6 p.m., sellers open 3. Spaces $10/$25. Admission $3, under 12 $1.50. Info 714/831-5116, 492-9938.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

June 28-29

NMA SUNRISE VALLEY NATIONALS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Ron Henricksen for entry & info. 213/868-8112.

D-27/MINI NATIONAL MOTOCROSS
Thurston-Grays Harbor ORV Park, Olympia, WA. 16 mi. W of town on Hwy. 8. Mini qualifiers Sat. 51cc/6-8 yrs., 65cc/7-11, 85cc Stk. & Mod./7-11 & 12-14, 100 & 125cc/12-15. Entry $20. Mini Natl. finals Sun. + all regular classes. Entry $12, watch $3, Pros $18. Free camping, covered stands, heated restroom & showers. Sign up 8 a.m. $4000 in awards. Black Hills Dirt Riders M.C. 206/871-4753, 426-8090.

June 28

CMC $12,000 NIGHT MOTOCROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 to 269, from Sacto, I-5 to 198. All classes Mini-Open. Also OT, PP & Oddyse, if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry $10, Pros $15, gate $4, 6-12 $1. Rick Worth 209/935-0277, 0485.

100% PRO P.B.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Entry $10/$14. Gate opens 4:30 p.m. T. Timmons 602/971-8344.

CMC/ZAP MOTOCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd., exit. All classes, 30% trophies, 100% Pro p.b. D-36 cards accepted. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15. No O/N camping. Info 415/355-4760.

AFM RIDER SCHOOL & OPEN PRACTICE
Riverside Raceway, Riverside, CA. Hwy. 60 E of Riverside to Day St. exit, rt. to track. Gates open 7:30 a.m., start 8:30, finish 4. $40 all day. Harry Bresach 714/523-3892.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

June 29

YAMAHA PERPETUAL GOLD CUP $30,000 MX
Woodside Motocross, Sandpoint, ID. 5 mi. N of town on Hwy, 95. Last of 3 races. $24,000 for top finishers in ea. class, $6000 contingencies for Yamaha riders. Info 208/263-6515.

NMA MABTON NATIONALS
Mabton, WA. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact K. Ward for entry & info. 206/568-4739.

WEST TEXAS CHAMPIONSHIP
Star Track, El Paso, TX. N. Mesa to NM 273, rt. 2 mi. 80/125/250/Open. $1500 purse. Entry $14, Ex. $18, 80 Ex. $16, Mini Mini $10, gate $3. $2 off all pre-entry mailed before 6/15. West Texas Championship, 424 Palmary Dr., El Paso, TX 79912. 915/581-0044.

AFM ROAD RACE
Riverside Raceway, Riverside, CA. Hwy. 60 E of Riverside to Day St. exit, rt. to track. All classes inc. sidecars. Entry $25 first, $12 ea. additional. Gates open 7:30 a.m., prac. 9, race 1. Harry Bresach 714/523-3892.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Spotsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, take Palomar Airport Rd. exit off I-5. All classes, finisher pins, 20% trophies. Mail entry $12, post $15. 0-200cc & Srs. prac. 8 a.m., race in a.m. 201-Open prac. 12:30 p.m., race in p.m. Info 714/828-1358.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475.

AMA 125/500cc MOTOCROSS NATIONALS
Golden State Intl. Raceway, Sonoma, CA. At Sears Point, Hwys. 37 & 121. Gates open 6 a.m., prac. 9, qual. 10, race noon. $8 advance tickets avail. from Ticketron — Bass/Record Factory, the track, participating dealers. $10 @ gate, under 12 free w/adult. No dirt bikes, they'll be confiscated. Info 707/938-8448.

ZAP OPEN MOTOCROSS PRACTICE
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. Prepared track, open to all. Rider $5, watch $1. Open 10 a.m.-5 p.m. Info 415/355-4760.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

July 2

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $5, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

July 4-6

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

July 4

PIKES PEAK MOTORCYCLE HILL CLIMB
Woodland Park, CO. In conjunction w/the auto hill climb. 42 riders/class, GP start, accessory awards. 250cc & under, 251cc & over, A & B, Semi-Pro & Am. Prac. 7/2, tech 7/4. AMA-sanc. Hill Climb, Box N, Woodland Park, CO 80863. 303/687-3376.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $12 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

July 5-6

CALIFORNIA CITY GRAN PRIX
California City, CA. Limed from Hwy. 14 & Cal City turnoff. All welcome, D-37 & SRA pts. 14-mi. course, ea. race 1½ hrs. except 250 Pro (1 hr.). Sat. Vets/250 Pro/0-175/Sptsmn./Hacks/ATC-ODY. Sun. Srs./Women/250/Open. Mail entry $21, post $30, 250 Pros $30/$40. Participation & Finisher pins, 10% trophies, free camping. Mail entry closes 6/23. For blanks, send SASE to So. Cal. M.C. Entry, 606 E. Birmingham Rd., Burbank, CA 91504. Info 213/375-1336, 644-0035 (eve.).

EIMA MOTOCROSS & CROSS COUNTRY
Salmon, ID. Go N thru town, rt. on Saint Charles St., 1 mi. past dump, track @ top of hill. All classes, cards req. City celebration also, come early. Entry $10, Ex. $15. Info 208/237-4227.

NMA ABILENE NATIONALS
Abilene, TX, MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-

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CRC MOTOCROSS RACE SCHEDULE
June 22 — Saddleback
June 27 — Indian Dunes Friday Night
June 29 — Indian Dunes
July 6 — Indian Dunes Friday Night
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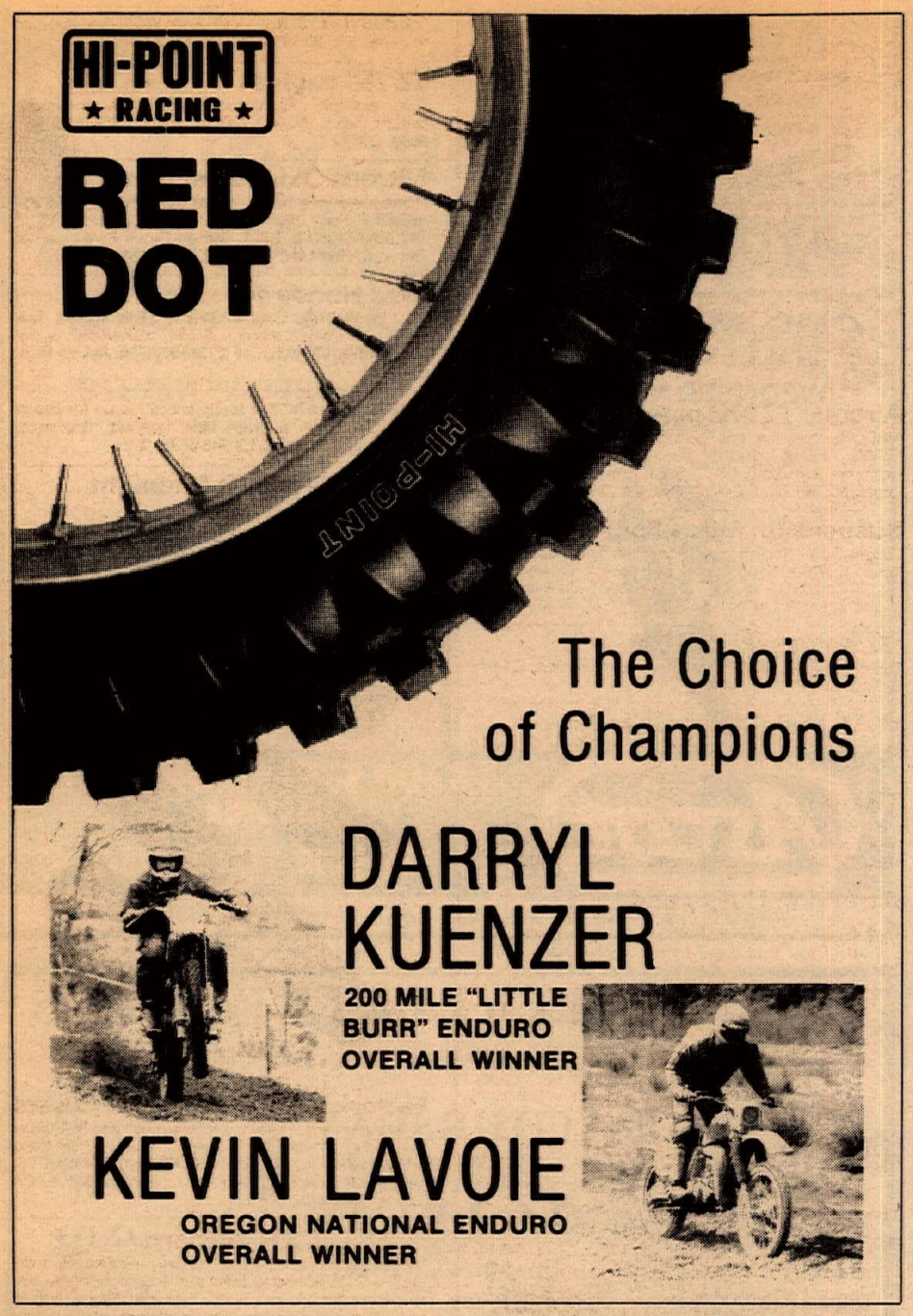
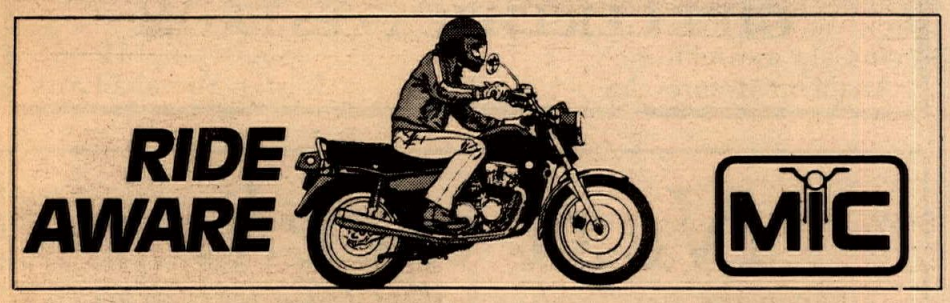
ITA Trials — 1st Sunday
CRC-MX — 2nd & 4th Sundays
SSM-MX — Every Saturday
SADDLEBACK PARK





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NMA SAN DIEGO NATIONALS
Barona Oaks, CA. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Ron Henricksen for entry & info. 213/868-8112.

July 5

2ND ANNUAL AMA/WINSTON PRO/TOPEKA GOLD CUP HALF-MILE NATIONAL
Sunflower State Expo, Topeka, KS. $20,000 purse + "The Honda Challenge" Jr./Ex. race for 500cc 4-strokes. Gates open 5 p.m., race 8. Advance tickets $8/$10/$12, $2 more @ gate. Make checks payable to Trojan Enterprizes and mail w/$ .50 handling charge to Topeka Gold Cup, Davis Sportcycle, 4806 S. Topeka Ave., Topeka, KS 66609. 913/862-1053.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Post entry $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req. All classes. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

8th ANNUAL CLOVER CREEK GRAND PRIX
Caliente, NV. 150 mi. N of Las Vegas on Hwy. 95. Limited entry, MRAN pts. 125/250/Open/Over 30/Over 38. Mini on Fri. Seven 18-mi. laps, finisher belt buckles, neat trophies. Mini sign up 4-8 p.m. 7/4, 7-8 a.m. 7/5, race 9, entry $8. Big bike drawing for start position 6/13, entry $15. Chargers West M.C., 3752 N. Jones, Las Vegas, NV 89108. 702/648-3237.

AMA SEMI-PRO/YOUTH SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $10. Silencers & class C traction req. Prac. noon, race 1 p.m. Rob Simon 208/773-5890.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. Semi-Pro only, Prog. Pro pts. + Jet-Ski racing. 30-min. motos, 100% p.b. Entry $15 + $3. Sign up 9:30 a.m., prac. 10:30-11:30, riders mtg. 11:45, race 12:30. Watch $4, 6-12 $1. Buel Campbell 916/678-3592.

3RD ANNUAL 4TH OF JULY HARE SCRAMBLES
Austin, NV. Five 30-mi. laps, open trac., no prac., spark arrestors req. All classes, trophies, finisher pins. T-shirts to 1st 25 finishers. Unlimited free camping, other events Fri. & Sat. Entry $20, post $25. Dead engine pit stops, $3000 med. insur. Austin's 4th of July Project, PO Box 220, Austin, NV 89310. 702/964-2579.

AMA/SUZUKI YOUTH MX CHAMPIONSHIP QUALIFIER
Saguaro Raceway, Tucson, AZ. 50-125cc, age limit thru 15 + support classes. Single class entry $10, dbl. $5 extra. Suzuki given away. Gates open 3 p.m. Ron Keyes 602/795-2238.

July 6

AMA 125/500cc MOTOCROSS NATIONALS
Washougal Motocross Park, Washougal, WA. European-style grass track. Gates open 8 a.m., prac. 10, race 1. Admission $10, 6-12 $5, under 6 free, $1 less until 6/29 from Northwest Motocross Enterprises, 7100 SW Hampton, Suite 130, Tigard, OR 97223. 503/720-5301.

AMA YOUTH/AMATEUR TT NATL. QUALIFIER
Saddleback Park, Orange, CA. Chapman Ave. E from Newport Fwy. (55), S on Santiago Cyn. Rd. All AMA Youth, Schoolboy & Am. classes, 50cc-Open + Hacks. Special consolation races for Sr. & Pros. Youth proof of age may be req. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6/bike, entry $8 1st bike, $5 2nd bike. Pros $15/80% p.b. Watch $3. Class C traction req. except Hacks & Pros. Lightweights M.C. 213/371-7356.

5TH ANNUAL HRRA 4-HOUR ROAD RACE
Hawaii Road Race Park, Oahu, HI. H-1 toward Waianae, Campbell Industrial Park exit. 410/750/Open, Stock & Cafe. Entry $60 for 2 riders/2 workers. Transportation & other logistical help avail. Thor Motors, 901 California Ave., Wahiawa, HI 96786. Gary 808/235-0002, 262-5148; David 672-3465, 684-3221, 684-4232; Red 621-8660.

KMC MOTOCROSS
Kleberg County MX Track, Kingsville, TX. 1 mi. S of town on 77 Hwy. All classes + Beg., 50% trophies to 6th, 200% purse. Entry $8, Ex. $12. W.H. Bynum 512/592-6764.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. Sptsmn. only, lots of brass, all classes. 25-min. Jr. motos, 20-min. Nov. motos, 15-min. Mini motos. Sign up 7 a.m., prac. 7:30, riders mtg. 8:30, race 8:45. Entry $13, watch $4, 6-12 $1. Jet-Ski racing, too. Buel Campbell 916/678-3592.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

AFM/ND GOLDEN STATE ROAD RACE SERIES
Sears Point, CA. Open to all AFM memb. in 125/250/Open GP, 430 Prod. & Open SS. $500/class to top riders meeting eligibility req. Info 714/523-3842 (H. Bresach), 213/392-0611 (B. Ralston).

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

Road Runs

June 22

D-27 CHAMPIONSHIP ADULT RIBBON RUN
Hillcrest Park, Mt. Vernon, WA. Follow arrows from Exit 225/I-5 N. New type road run w/ roads, towns & attractions not used on any other run. Sign up 8-10:30 a.m., cut-off time 3:30, out of D-27 must pre-register for long distance rider. Entry $4 singles, $7 couples. Free coffee @ sign up. No turkeys! Skagit M.C. 206/424-4321.

SOUTHLAND CYCLES ROAD RUN
Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. All-day ride about 350 mi. round trip, from Orange County to Santa Barbara/Lake Cachuma. Everyone rides, no entry fee, leave 8:15 a.m. Jim 714/893-5091 (days).

July 4-6

50TH ANNUAL CARIBOU TRAILS GOLDEN ANNIVERSARY ROAD RALLY
British Columbia, Canada. Participation limited. CMA-designated natl. rally, anniversary pin. FIM-sanctioned. Greater Vancouver M.C., Inc. For info write Caribou Trialis, Box 63, Surrey, B.C. V3T 4W4. 604-588-2914.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

WANT ADS

Help Wanted

Sales Reps Wanted
SUDCO INTERNATIONAL is looking for aggressive salesmen to cover L.A. and Orange County areas. Sales experience and technical know-how desirable. Products include Yokohama, Mikuni, Tsubacki Super Chain. Contact John Linden at SUDCO (213) 747-5173. (24)

BE YOUR OWN BOSS
Sell America's only weekly motorcycle newspaper in your spare time. Sell CYCLE NEWS at local race tracks, rallies or club meetings. You now have the opportunity to sell CYCLE NEWS to friends, neighbors, racers and spectators. Just call DUANE JOHNSON at CYCLE NEWS for all details. CYCLE NEWS (213) 427-RIDE. Those under 18 need parental consent. (24,27,30,33)

Experienced mechanic wanted
must have own tools. Pay negotiable. Come to Santa Cruz. SANTA CRUZ KAWASAKI (408) 688-6004. (24/27)

Honda mechanic
Excellent working conditions. Call Brad for details (714) 957-1966. (23/24)

Master Honda Mechanic
Immediate opening for Master Mechanic with minimum 5 years Honda experience. Earning potential to $15 per flag/hr. "No Junkers Here." Paid holidays & uniforms, tools insured, medical and dental plans. Call LAKEWOOD HONDA, Terry (213) 860-1354 or (714) 521-7112. (22/TFN)

Honda Mechanic/Service Mgr.
Experienced only need apply. Contact General Manager — EASTGATE HONDA, 8483 Beechmont Ave., Cincinnati, Ohio 45230. (513) 474-4422. (21/24)

Parts Person Wanted
Must be ambitious and enthusiastic and some knowledge of motorcycles required. Full-time, salary open. Contact parts manager for interview. (714) 531-0742. (12/TFN)

COLE BROS.
Suzuki/Maico. We need an experienced partsman. (213) 980-3715. 5906 Lankershim Blvd., N. Hollywood, CA 91601. (19/TFN)

Wanted Kawasaki Mecnanic
Experienced only. (213) 967-4181. Ask for Jim or Mel. (41/TFN)

Pipe builder
Experience necessary. Good pay. WHEELSMITH MOTORCYCLES (714) 751-0680. (19/TFN)

MECHANIC — EXPERIENCED in Honda m/c. Good salary and benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

Suzuki Mechanic
A real pro, current 4 stroke and 2 stroke, shaft, honest, accurate, fast, neat and a good trouble shooter. Prefer factory certification. To work in first class service oriented dealership, high volume. Salary and fringes open. Call Phil at CALIFORNIA SUZUKI (714) 639-7771. (23/26)

Parts Person Needed!!
Kawasaki/Suzuki dealer. 5 day week, one week paid vacation, one week paid sick leave, salary open. Ask for Sam or Joe (213) 655-5101 or (213) 652-1885. (23/26)

Employers check this out!!!
Need key man in sales, service, parts or acces.?? I need sun and good salary. Professional position only. Will relocate. A. Becker, 11203 Dayton Ave. N., Seattle, WA 98133. 1-(206) 367-1740. (24)

Parts Person Wanted
Must be enthusiastic and knowledgeable. Honda experience preferred. Trainees will be considered. Full time. Contact Joe (213) 466-7191. (24/26)

Bookkeeper wanted
Past experience and math background a must. Nice working atmosphere, salary open. Contact Carol Carpenter or Marcel Fortney at YOSHIMURA R&D (213) 985-2331. (24/25)

Mechanic Wanted
Skilled person capable of rebuilding two & four stroke racing motorcycles. Motocross racing experience preferred. Good pay to right person. Call Martin Horn at AERO P.A., (815) 923-2155. (24/25)

Experienced mechanic wanted
San Francisco Bay Area. Yamaha experience necessary, BMW familiarity helpful. Work range: Major rebuilds to setup to customer relations. Must be accurate & thorough in work habits. References necessary — applications confidential. Salary/benefits flexible. KARL'S MOTORCYCLES (415) 235-7322. (24/25)

Parts Person Wanted
Must be ambitious and some knowledge of motorcycles required. Full-time, salary open. Contact Jerry for interview. LAKEWOOD HONDA (213) 860-1354. (24/TFN)

Experienced Honda Mechanic Needed
For clean, well-established dealership near University of Illinois. Paid vacations & holidays. Call Harry at ILLINI HONDA, Champaign, IL. (217) 359-0200 or (217) 359-0582. (22/24)

Warranty co-ordinator
Sharp detail oriented individual needed to fill entry level position processing warranty claims, communication with dealer network and field service personnel. Motorcycle background and mechanical aptitude very helpful. Send resume to: U.S. SUZUKI MOTOR CORP., P.O. Box 2107, Santa Fe Springs, CA 90670, Attn: Mrs. Wilma Williams. No phone calls please. (24)

Wanted Salesperson
Established business needs salesperson familiar with Yamaha and Triumph motorcycles. Contact Doug Evans at (213) 390-3406. (21/TFN)

Business Opportunities

DEALERS WANTED
BENELLI G-2 MOPEDS. Designed by Alejandro Detomaso. 150 miles per gallons. Most Western Territories open. Call or write: Forrest or Mile Faulknor, BENELLI WEST, 1635 California St., San Francisco, CA 94109. (415) 673-9040 or (415) 673-2400. (24/29)

AMS
AMERICAN MOTORCYCLE SCHOOLS, INC

Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Dealership for sale!!
Major multi-line Honda, Yamaha and BMW in warm southern New Mexico. Attractive building lease. Serious inquiries call (505) 523-8481. (24/27)

Smuggler 18½'
Self contained, twin water tanks — 80 gals., awning, swamp cooler, utility box and tire carrier, spare tire, plus standard Smuggler features. $2900. Must sell! (714) 970-8921. (24)

20% Racer Savings
Off accessories, parts, service, motocross specialists. Custom machine work, KW RACING, 11850 East Washington Blvd., Whittier, CA 90606. (213) 698-4501. (24)

TA125
New cylinders, ready to race, competitive, great for low budget road racers. $495.00 Ask for Al. 9-5 Tues thru Sat. (714) 884-6464. (24)

1980 Yamaha YZ465G
Like new — lots of spares — Al Baker modified shock — too much for me — $1645.00 or best offer days only (805) 492-2559. (24)

CASTLE Rock TT Winner, 71 Triumph, fresh, clean looking, new tires, extra's $2000.00 and '72 Dodge Maxi-Van, 3 speed — 360 — very nice new paint $3000.00 or ? (503) 747-1716. (24/25)

Collectors Item!
1980 Yamaha 850cc Midnight Special. 350 miles at time of ad. Bids now being taken (505) 622-3820-weekdays, Chris. (24)

RD400E '78
3,300 mi. Ex. Cond. $1,000. (209) 823-9668 after 6 pm. (24/26)

1980 TZ-125G NEW
Never ridden or raced. Complete with spares kit, fairing, tires. Completely set up and ready to race. After 6:00 (714) 883-2114.(24/25)

1980 125 HUSKY
Pro circuit barrel, pipe and number plates, Mikuni carb, just gone thru with new bearings, rod. and Suzuki piston. See at Anaheim Husky $1200.00 (714) 630-2588. (24/25)

Aircone YZ80G pipe
AIRCONE has the hot performance pipe for your YZ80G, $79.95. Dealer and distributor inquiries welcome. AIRCONE, INC., 5901 Emerald Ave., Las Vegas, NV 89122. (702) 456-4177. (24/27)

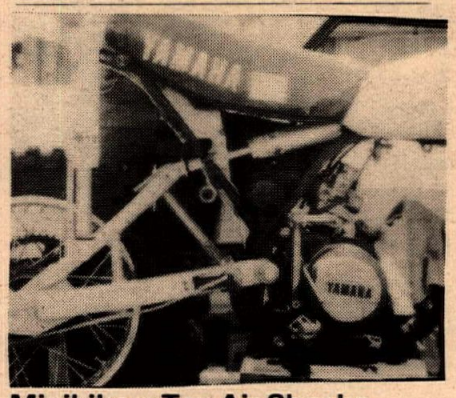
Suspension Mods For All YZ's
Longer travel, factory oil, better handling, faster lap times. If these sound good but you don't want to spend lot's of cash, as low as $51.50 for front and rear. Call Mark (213) 431-0612. (24/26)

'77 Kawasaki KZ1000
Top cond., low miles, many detail improvements. (714) 722-4054. (24)

WANTED: Maico Cylinder
Need Maico 450 cylinder in good cond. Year Model: '74 call anytime (505) 526-6221. (24)

Two XR's
'78 XR '75, Elsinore 125 forks, SW shocks, DG gold rims, new chain, $450.00 '79 XR185, licensed for street $850. Both xlnt cond. never raced. (213) 430-3376 (24)

Attention Husky and Kawasaki Buyers!!
Call us for your best deal. Temple City Kawasaki (213) 287-6167. (24/25)



Minibikers Tex Air Shocks
"Now in stock," shock lengths 12" — 13" — 14" — 15" — 16" — 16¼" — 17½". Fits CR80 — KX80 — RM60-80 — YZ50-80 (soon YZ100). Excellent for trails, road racers, street and of course motocross. (EZ to dial in.) TEX AIR SHOCKS CO., 5411 Meadow Creek, Houston, TX 77017. (713) 943-2579. (24/27)

BMW 100RS Motosport 1978
Perfect condition, 11,000 miles, one of only 200 made, white with orange & blue stripes. Delivery available any place. Lafayette, IN. Must sell, bank wants money. $3,800. (317) 447-3333. (24/26)

250 Champion Yamaha
Left or right shift, ported, Hurst Airheart, disc, Betor, S&W shocks, new paint, race ready. $1,095 or best offer. (603) 623-8605. (24/25)

1974 BSA 500 MX
Like new, rarely ridden. $1,050.00 O.B.O. Call (213) 399-8858 after 6 p.m. (24)

KTM 125 desert, must sell
You will have to see and ride this bike to appreciate. Very trick components. $425.00 or best offer. (213) 425-6574. (24)

EDCo. Mike Crowther
THE PERFORMANCE PEOPLE
ENGINE DYNAMICS COMPANY
1010 Lakeville No. B2 — P.O. Box 2838
Petaluma, CA 94952 — 707/763-7519

XR500. OIL COOLER KITS, Del'Orto carb, H/C pistons, camshafts, valve springs, special clutches. Also porting, boring, balancing, blueprinting. Call Mike at ENGINE DYNAMICS (707) 763-7519. (24)

GOODYEAR SLICK, 3.85 x 18 A-25. Ten laps on thumper, $40.00. (915) 592-0834. (23/24)

TZ 750 engines
Two available '79 Vesco porting, new cylinders, pistons, heads. $4,000. Ask for John or Bill (512) 993-0693. (23/26)

Nitrous Oxide Injection
Horsepower in a bottle, for all motorcycles. Safe and reliable. For information write or call: H P INTERNATIONAL, 8721 Garden Grove Blvd., Garden Grove, CA 92644. (714) 537-6033. (23/24)

C&J Honda 440
C&J Honda 440. Gunnar Gasser, S&W shocks, few hours on new motor. Super condition, super dependable, $700.00. Call (213) 596-0794. Ask for Rich. (24/25)

'75 YAMAHA YZ250 Mono shock set up for desert $500. Speedway package bike, leathers, skid shoe, wheel, gears. $1800. (213) 548-6595. (24)

New Daytona & Midnight Specials
in stock. CONCORD YAMAHA (415) 798-2580. (24/27)

Factory Replacement Seat Covers
With factory side markings for most dirt and MX bikes. Heavy duty, double stitch, easy to install. $17.95. Send or call collect for C.O.D. CEET RACING PRODUCTS, INC., 7231 Garden Grove Blvd., Garden Grove, CA 92641. (714) 893-7070. (24)

XR 750 parts
HARLEY-DAVIDSON WEST offers professional racers cost + 20% on racing parts and accessory items. We stock the hard to get parts. Example: Heads, ported and unported/cylinders/cases/complete engines/new Gemco exhaust systems/Boom boxes and DT II Tires. Ask for Parts (213) 822-3426. (17/TFN)

Pro Trac Trailers
We manufacture the finest, most attractive trailers anywhere. Send for brochures and prices of our many list of options. 11363B Folsom Blvd., Rancho Cordova, CA 95670. Phone (916) 635-2899. (22/25)

H.D. Cycle & Jet Ski Trailers
1 — 5 rail standard & custom bike-trailers. 1 — 3 Jet Skis — tool boxes — Can Carriers and more. Large inventory: Mon.-Sat.-Sunday 10-3 — open 7 days. 323 E. Ball Road, Anaheim, CA. 1-(714) 956-2950. (17/26)

YAMAHA*KTM*MONTESA
**** BULTACO *** SWM ****
YAMAHA SNOWMOBILES
****AT BURBANK YAMAHA****
*****(213) 845-8738***** (14/TFN)

Aircone Yamaha RD350-400 pipes
Ultra smooth powerband, expanding headpipes, good ground clearance, available with repackable weld-on silencer or stinger, dealer and distributor inquiries welcome. AIRCONE, INC., 5901 Emerald Ave., Las Vegas, Nevada 89122. (702) 456-4177. (22/23)

KX125*KDX175*KX250*KX420
In stock at COVINA KAWASAKI! Check out our low prices. Special deal to racers. (213) 967-4181. (15/TFN)

Rickman Rickman Rickman

125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

TZ125G: 3 races, complete parts kit, best offer. Days, (305) 685-8335. (23/24)

Russ Darnell Motocross School

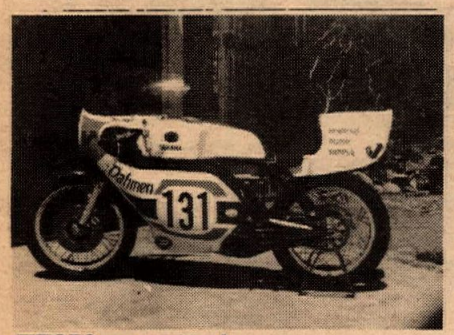
JUNE 9-13 San Antonio, Texas. JUNE 9-13 Tucson, Arizona. JUNE 16-20 Thunderbird MX, Claremore, Oklahoma. JULY 14-18 Millville, Minn. JULY 21-25 Rapid City, South Dakota. JULY 28-AUG. 1 Omaha, Nebraska. AUG. 18-22 Dixon, California. AUG. 25-29 Austin, Texas. AUG. 25-29 McMinnville, Oregon. SEPT. 1-5 Saddleback, California. SEPT. 1-5 Thurston County ORV, Washington. FOR RESERVATIONS AND INFORMATION CALL (213) 767-1854 OR (714) 980-3212. (18/32)

New XR 750 H-D available

Immediate delivery — in stock now — special deal to Prof. Lic. Holders only. Call H-D WEST — Scot or Bill (213) 822-3426. (15/TFN)

CZ — JAWA — BABETTA

Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)



TZ250 race ready

350 lower end, D barrels, E pipes, Hi Comp head, Vesco swingarm, $1400. (714) 268-0279. (24)

Aircone Yamaha TT 250 pipe

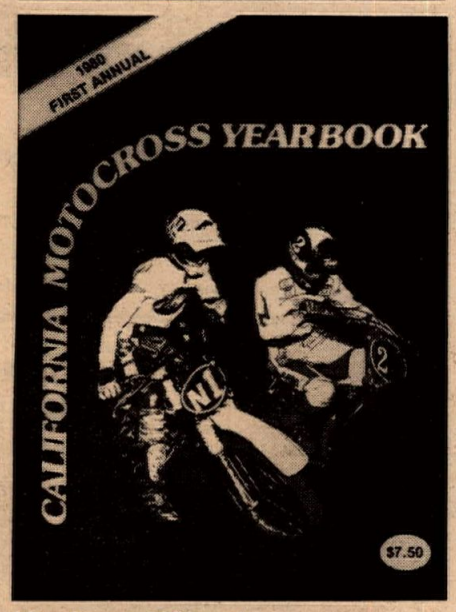
More mid range and top end pull, repackable silenced meg, tucks in close, mounts on stock bracket, dealer and distributor inquiries welcome. AIRCONE, INC., 5901 Emerald Ave., Las Vegas, Nevada 89122. (702) 456-4177. (22/23)

New 1980 TZ250G

In crate with parts kit. CONCORD YAMAHA (415) 798-2580. (24/27)

Fox Air Shox!

17¾" with adjusting tool — $150.00. '79 CR 250 barrel — $40.00. (213) 327-7599. (24/25)



Hardcore MXers!

The Calfiornia Motocross Yearbook is for you! This most informative encyclopedia of Who's Who in the state's MX scene has pro career win totals since 1967 and complete results from more than 5,000 races last year. Not a picture book; instead, 377 pages of facts, facts and more facts not found anywhere else! Cover price — $7.50, add $1.50 mail and handling to: YEARBOOK, C/O CYCLE SPORT, P.O. BOX 7931, Long Beach, CA 90807. (24/25)

Fast fill gas can

5½ gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, $106.95. PACIFIC RACING PRODUCTS ● USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (22/25)

Norton Triumph owners/dealers

We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

'78 YZ 400. FACTORY SPONSORED. Like new, not ridden since my injury, June '78. Gold anodized/new tires/11" travel, floating brake, fresh engine (all modified by factory), $1,000.00 OBO. (714) 548-6348. (24)

Can-Am parts

Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. FOX TRAIL MOTORS, Algonquin, IL 60102. (312) 658-5284. (50/1980)

MACIO-MONTESA-PARTS

Sales, service, accessories, daily UPS. Motocross specialists, boring, crank rebuilding, porting. THE GREAT ESCAPE, 4454 Bull Valley Rd., McHenry, Ill. 60050. (815) 835-8110. (18/TFN)

Water-Cooled/Monoshock RRers

1980 Yamaha TZ125G, 3 units in stock with complete parts kits. Call (305) 685-8333. YAMAHA GOLDCOAST, INC., Miami, FL. (22/25)

Racer's Van

1977 Ford E-150, PS/PB, AM and FM, captain's chairs, sunroof, excellent condition, $3,200. (203) 859-3041 or (203) 848-0493. (22/24)

Lectron Carbs & Kits

Available to dealers & individuals. Fast delivery anywhere in the U.S. For information & application, call (313) 852-0856 or write: SUPERIOR SYSTEMS LIMITED, P.O. Box 1522, Troy, MI 48084. (22/25)

Indoor M/C swap meet

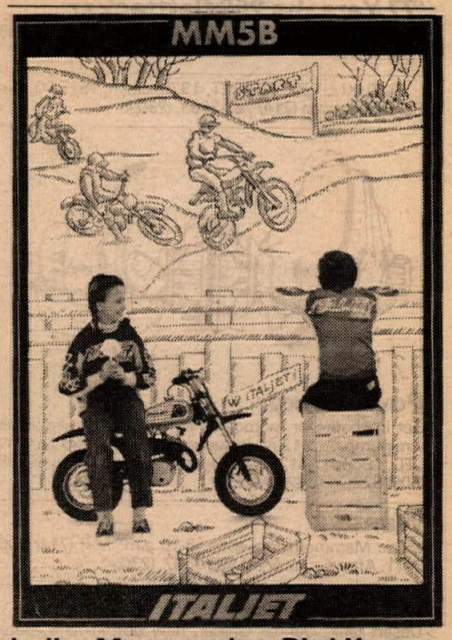
Orange County's largest — Fri., June 27 — 6-11 p.m. Orange County Fairgrounds — Sellers move in 3 p.m. Used bikes — Vintage — British — street — off road — (714) 831-5116 or (714) 492-9938. (23/25)

New Knight-Frames XR500

Motor by Engine Dynamics. Run. 30 min., best of everything, and ready for Santa Fe TT. $4,500 invested; asking $4,000 firm. Call SCRAPIRON, Caro, MI, (517) 683-2916. (23/24)

Suzuki Dealers

If you are a Suzuki dealer and have difficulty obtaining bikes while Suzuki has also opened new sales points in your area, please contact us. All replies confidential and may lead to resolution of our problem. SOUTH SHORE SUZUKI, INC., 41 West Sunrise Hwy., Freeport, NY 11520. (516) 868-3111. (19/TFN)



Italjet Motorcycles, Bird Karts, Vespa Mopeds, Youth Apparel

	Regular Price	Special Price
Nylon Cordura MX Pants	$53.95	$37.95
MX Gloves	12.95	5.95
ILC Goggles	6.95	3.50
Gear Bags	21.95	14.95
BELL RT & Star 125 Helmets (sizes to 6¾, white only)	58.95	39.95
MX Jerseys	14.95	9.95
MX Boots, child's size 3-4-5	79.95	59.95
MX Denims	23.95	17.95

Prices valid until July 1, 1980.
10% savings to any members of racing organizations. Mail and telephone orders accepted. MasterCharge. Visa. STRADA/ITALJET, 13148 Saticoy, No. Hollywood, CA 91605 (between Coldwater & Woodman). (213) 982-2000. Open M-F 9-6 p.m., Sat. 10-3 p.m. (22/TFN)

Special Sale!

TRICKIT, shocks and springs. Black — $40.00, chrome — $45.00. Satisfaction guaranteed or your money back. Specify make, year and model of bike. $10 deposit, balance C.O.D. CYCLE MOTIVE, 9534 Atlantic Ave., Southgate, CA 90280. (213) 567-0409. (23/24)

Moving Sale

H-D KR aluminum rear fender, $25; H-D KR (1959-61) 6 gallon RR fiberglass fuel tank, $100; H-D K model parts: 5 gallon tank, swingarm, taillight, headlight, wet clutch, etc., $125; H-D original leather saddlebags, good shape, $150; H-D 1971 Sportster fiberglass dual seat, $35. Call (901) 386-9623 after 6:00 p.m. (23/24)

RM 125 C and RM 250 N

Rebuilt engine, Luft reservoirs and Boysen Reeds. Can be seen at Tezer's, 349 N. Hwy. 101, Solana Beach. (714) 755-3036. (23/24)

1978 Yamaha YZE 400

Almost brand new — ridden only 8 times, never raced or crashed, desert tank, skid plate, etc. included, $1000.00 or offer. (714) 488-6790 or (714) 499-1492. (23/24)

Invest your pyramid $$$$$$$$$$

Classic British motorcycle collection 1939-1975. B.S.A., Norton, N.S.V., Triumph, Velocette. must sell out 10 year collection. S.A.S.E. R. Porzelt, 16854 Tulsa St., Granada Hills, CA 91344 or call Ralph (213) 363-9130. (21/24)

New 1980 YZ125, 250 & 465G's

Immediate delivery. CONCORD YAMAHA (415) 798-2580. (24/27)

Silver Jubilee Triumph

Excellent condition, under 4K, must sell, $2250 or best offer. Call (213) 335-9988. (24)

Yamaha 465G

Excellent condition. $1695.00. (805) 746-4058. (24/26)

Speedway Jawa

2 valve, all anodized & polished, all fresh, very reliable, many spare parts, motorcycle is complete & ready to go racing. $1500.00 takes all. (415) 589-6682. (24)

1980 RM 125 T

Excellent condition, $850.00. Stock. (213) 329-0217. (25)

New Maico 250, 1979 Magnum

Sell at giveaway price of $1589.00 + tax. GARRETT'S MAICO, Fresno (209) 237-9233. (24)

1976 TT 500 YAMAHA. Air forks, Super Trapp, S&W shocks, licensed, $600 firm. (213) 287-9871. (24)

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(Cycle News/West only)

PRIVATE PARTY
Ten words $2.50
11 through 25 words $4
Over 25 words, 10 cents per word
Headline in bold type ..... $2 extra
Photos ..... $4 extra
(No larger than 5x7)

COMMERCIAL/HELP WANTED
Ten words $5
11 through 25 words $9
Over 25 words, 30 cents per word
Headline in bold type ..... $3 extra
Photos ..... $6 extra

CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 POSTAGE and HANDLING

Please fill in you complete account number and expiration date

WANT AD BLANK

WANT AD DEADLINE

Friday noon for the following Wednesday's edition. Fill in the Visa/MasterCharge blank or send check or money order to:

Cycle News P.O. Box 498
Long Beach, CA 90801
213/427-7433

No cancellations after 5:00 p.m. Thursday

Signature
Card expires

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(Cycle News/West and Cycle News/East)

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Up to 25 words $4.50
Over 25 words $9
Headline in bold type $2
Photos $7

COMMERICAL/HELP WANTED
Ten words or less $17
11 through 25 words $14
Over 25 words, 30 cents per word
Headline in bold type $3
Photos $10

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

Please run my ad ____ times in West

Name

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PRINT BOLD HEADLINES HERE - **$2.00 EXTRA** (leave spaces)

Cycle News cannot be responsible for illegible phone numbers.

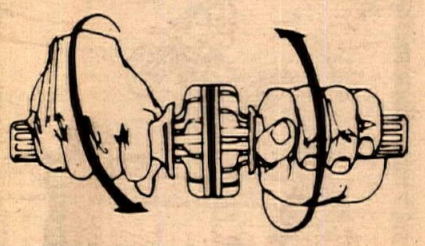
Area Code Phone Number

(213) 348-8381. (22/TFN)

Indoor M/C swap meet
Orange County's largest — Fri., June 27 — 6-11 p.m. Orange County Fairgrounds — Sellers move in 3 p.m. Used bikes — Vintage — British — street — off road — (714) 831-5116 or (714) 492-9938 (23/25)

'77 Yamaha 250 flatttacker
Champion seat & tank, William pipe, clean! (209) 298-1236. (23/26)

SUZUKI GT250 STREET, 1976, clean, $575.00. San Bernardino area (714) 783-2603. (23/24)



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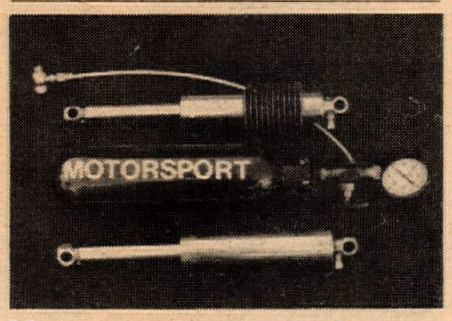

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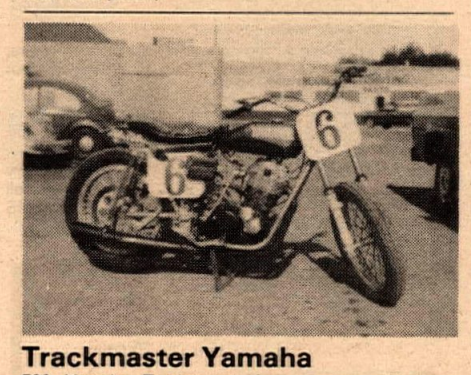

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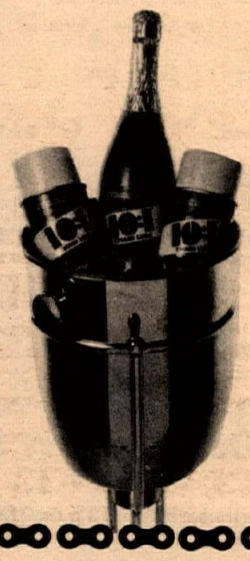

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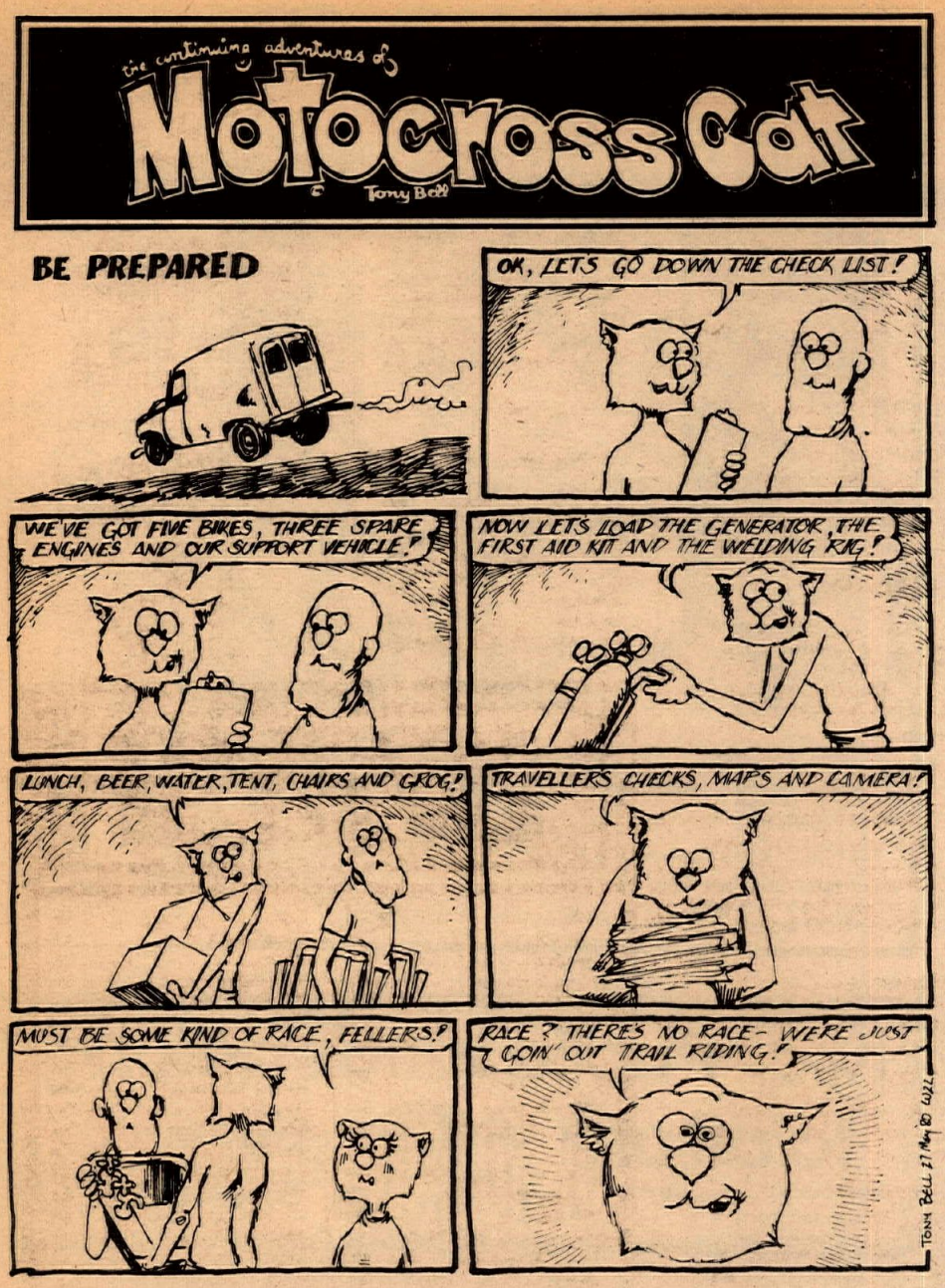

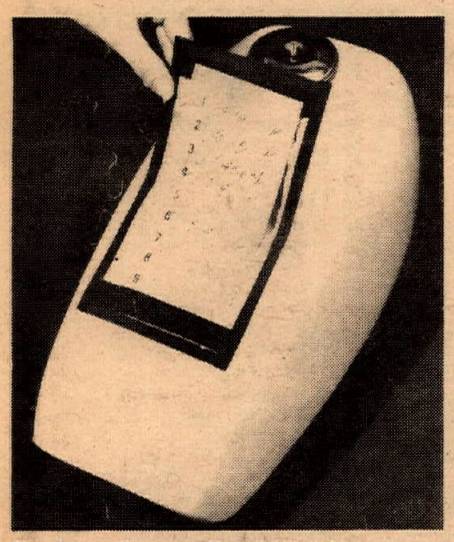

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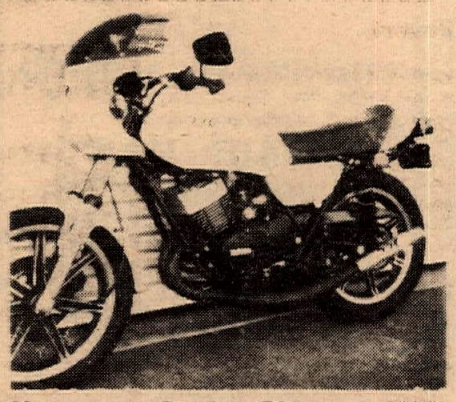

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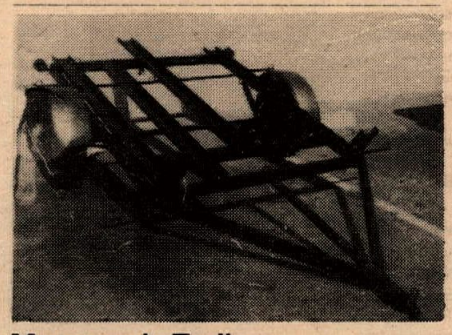

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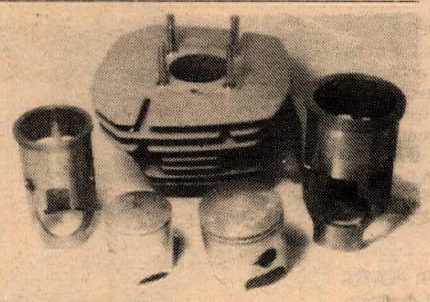

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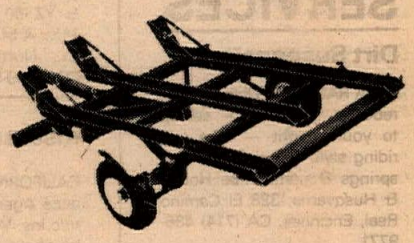

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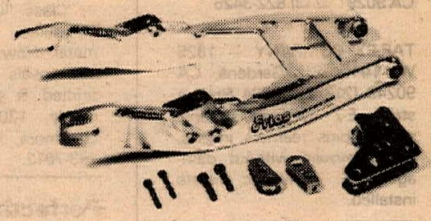

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ON THE FRONT PAGE: Winner of half the Grand Prix ever held at Carlsbad, Gerrit Wolsink returns to southern California, but this time on a Maico. USGP preview begins on p. 24. Photo by Charles Morey.

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VOICES

The Sierra Club's secret supporters

The Sierra Club is preeminent among the so-called ecology groups which are using the fringed toed lizard to limit energy production and to lock you out of your own public lands. The Sierra Club is more dangerous than most because it pretends to be respectable.

Over the years the Sierra Club and its foundation have made some interesting investments. It's 1973 tax returns show it has somehow aquired fat investments in Alcoa, Cyprus Mines, Kennecott Copper, Minnesota Mining & Manufacturing, Monsanto Chemical, E.I. du Pont, and so on. These companies are of course the epitome of what Sierra Clubbers claim to be fighting. Furthermore, the tax returns shows investments in Exxon, Marathon Oil, Mobil Oil, Standard Oil of California and Texaco. Their campaign against the oil companies has been partially financed by oil company profits.

And the collectivists of the Establishment have liberally repaid the Sierra Club's trust. The Ford Foundation granted $85,000 to the Sierra Club Legal Defense Fund in 1976. In other words, the Ford Foundation is paying the Sierra Club to deny you electricity and access to public land.

The same thing goes for the Rockefeller Foundation which gave $35,000 to the Sierra Club for "defense of public lands against environmental assaults."

Among the trustees of the Rockefeller Foundation — which finances the Sierra Club — is Robert V. Roosa, who is a partner in the international banking firm of Brown Brothers, Harriman. Roosa is also a member of David Rockefeller's Council on Foreign Relations and Trilateral Commission, the goals of which are to collectivize our economy and submerge our country in a World Government. Robert V. Roosa is also a dirctor of Texaco.

The chairman of Texaco is Maurice F. Granville, who is a member of the Council on Foreign Relations and a director of the Federal Reserve of New York. You recall that the Sierra Club has been a stock-holder in Texaco. Remember also that the Sierra Club has invested in Mobil Oil, the chairman of which, Rawleight Warner, Jr., is a member of the CFR. Sierra has also invested in Exxon, where senior vice-president George T. Piercy is also a member of the CFR and a director of the Chemical Bank. These are just a few examples.

Why are the people who run the government, the huge foundations, and the oil companies pouring money into the Sierra Club? Answer: So they can take greater control over our economy, people and land! This begins with the Sierra Club screeching for land closures. This creates a shortage of energy, minerals, etc. Now, what inevitably happens when you create a shortage of something in demand? Answer: Prices rise. After prices rise and profits go up, the Sierra Club ritualistically denounces Big Oil, or the chemical companies or whatever oligopoly the Club is secretly assisting.

Prices rise in obedience to an economic law as immutable as the law of gravity. Prices rise and profits go up. So once again there is as much genuine antagonism between the Sierra Club and Big Oil as there is between your right hand and your left. They both are legs on the same lizard.

The Sierra Club isn't fighting the Establishment. It is the Establishment! And that's why we're running out of gas and riding space. For more details, visit your local American Opinion Bookstore.

STEVE HOLLISTER
President, Cookie Monster Racing Club
Irvine, CA

Housekeeping

Right now many things are happening. CORVA, NOC, PDoD, AMA, D-37, CORPAC and many others are working their tails off to save your public land for you. Applaud them — they deserve it. Help them — they need it.

1. If you gave oral testimony at the Los Angeles Desert Plan hearing, call me. There is a good chance that your comments have been lost and/or garbled.
2. If you have ever used or travelled through any of the proposed Areas of Critical Environment concern and have information concerning them, contact me. CORVA and NOC need your input. Later this summer volunteers will be needed for on-the-ground survey and inspection: How about your help?
3. If you have ever done, or participated in, *any* maintenance on *any* road or trail in the CDCA — call me. NOC needs this information.

I know a lot of you are tired and disgusted. Many of you have been fighting the "land closers" and "posey pluckers" since the mid-sixties, but don't quit now. Just one more push. Help get a final CDCA plan that guarantees ORV users a fair amount of land to use, a plan that gives real protection to important parts of the desert, a plan that allows desert racing to continue (and grow), a plan that gets back some of what was stolen from us; then you can rest.

Many believe that one man cannot accomplish anything against the power of the BLM and Sierra Club, that is not true. Indications are that the B-to-V will live again. One man, Louis McKey, accomplished this. And this is how the tyranny of the last decade will finally be broken; by one angry man standing up and fighting for what he believes is right. What could you do, if you only went out and tried?

THUMPER FREAK
Downey, CA
213/862-3975

Arrest the idiots

This is in response to the unfortunate accident at Louisville (*Cycle News*, June 11, 1980). Having just attended our first National Mile at San Jose, we were amazed at the fools crossing the track during one of the heat races who almost got nailed the same way. We were *furious!*

Being active dirt trackers with District 37, we'd like to be out there too, but knowing the rules, we are satisfied in our seats, just being there.

But someone must speak out — for the riders' sake as well as the spectators': Arrest and fine those people who cross out there!

And as far as the SOB that caused David Jones' death — he should be tried for manslaughter!

Our deepest sympathy to the family and friends of David Jones.

DON & GENA WINDHAM
Oceanside, CA

Hiking?

Does it really matter if Miles Brubacher, (*Voices, Cycle News*, June 18) hikes in the desert or the mountains? The fight for land in the California desert is too important an issue to build arguments on the experience of one man. In fact, Miles' use of the desert is not typical of those of us who live, ride, race, hike in and generally enjoy the desert. Many are members of the Sierra Club (whose Kern-Kaweah chapter sponsors desert hikes), motorcycle clubs and the AMA.

I don't know the future of the desert. I do know that the motorcyclists and hikers are the loudest minorities. Thousands of people live, work and depend on the desert for their livelihood, residence and joy. Their arguments are real and substantiated. If you want to help support the motorcycling cause, be sure you have good solid facts, substantiated by numbers. Then, fight for what you believe in, rather than stating single instances.

MARGE REESER
Member: AMA, Cleansweep RT, Sierra Club
Rosamond, CA

HOW TO SAVE MONEY.

It was inevitable. The price of a Cycle News subscription is going up. Everything's going up. Our paper cost. Our travel expenses. Our photographic materials. Everything.

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Open season on cops, too?

I seriously question the appropriatness and tone of the recently published letter from Steve Jacoby regarding "the killing of biker George Robert Parker by some off-duty Santa Ana cops."

The "confusion and frustration" he eludes to in describing overzealous cops is more closely the trademark of he and his fellow bikers, not the police. Mr. Jacoby's failure to cite the circumstances which led to Parker being shot while he was threatening several people with a weapon suggests that he views such an act as being within the scope of acceptable behavior. Further, equating riots in Miami with the Fountain Valley is like comparing Jacoby's biker fraternity to Team Husky...They have very little in common.

Last Saturday's killing of officer Donald Reed in Garden Grove by biker Gordon Lee Mink (also known as John George Brown) of the Hessians M.C. and his shooting of two other officers and two bar patrons may perhaps satisfy Mr. Jacoby. Many of us who view motorcycling as recreation and not as an anti-social subculture laced with substance abuse and violence wish Mr. Mink would have been riding "buddy-up" with Mr. Parker when he took his last ride in Fountain Valley.

KEN CATER
Anaheim, CA

Jackson/DeCamp right on course

At the recent SCORE race in Baja, I was spectating at the point where the course joined the road from Cerro Colorado to Tres Hermanos. This point would have been bypassed if a rider had taken the shortcut that Dale Brown referred to in his article on the race. We were recording the bikes' numbers and times, and I know for certain that bike number 898, the Jackson/DeCamp bike, went through there both times, because I saw it.

For Brown to effectively accuse a rider of cheating by his not very subtle innuendos, and with no credible evidence to support the charge, is irresponsible journalism rivaled only by the *L.A. Times* article on the Elsinore Grand Prix several years ago, which you surely remember. I trust that this particular article is an exception to your normal standards of journalism.

BOB MITCHELL
La Canada, CA

We're glad that you wrote, Bob. When the report was written, we only had what both sides were saying to go on, and no eyewitness accounts from that area...Editor.

Utah utopia

I was riding my 750 BMW through Utah this week and read an article about the Sagebrush Rebellion in the local paper. The laws here are really lax about dirt bikes. I was talking with Don Vesco's brother up here in Brigham — he owns a Yamaha/Suzuki shop here — and he says he can put a YZ or RM on the road with just an enduro headlight and taillight. Even the police have an IT250 on the road with a siren. You see an awful lot of TTs and ITs and Kawie enduros.

The local cycle park (one of two in the state) is state-sponsored and free to everybody. No Indian Dunes stuff. No potties or hamburger stands, just dirt to play in at the base of the Rockies.

Anyway, keep up the great paper. Especially the "10 Years Ago" piece. That way my era of racing. Remember Castaic MX and Littlerock TT scrambles?

DICK WEST
Brigham City, UT

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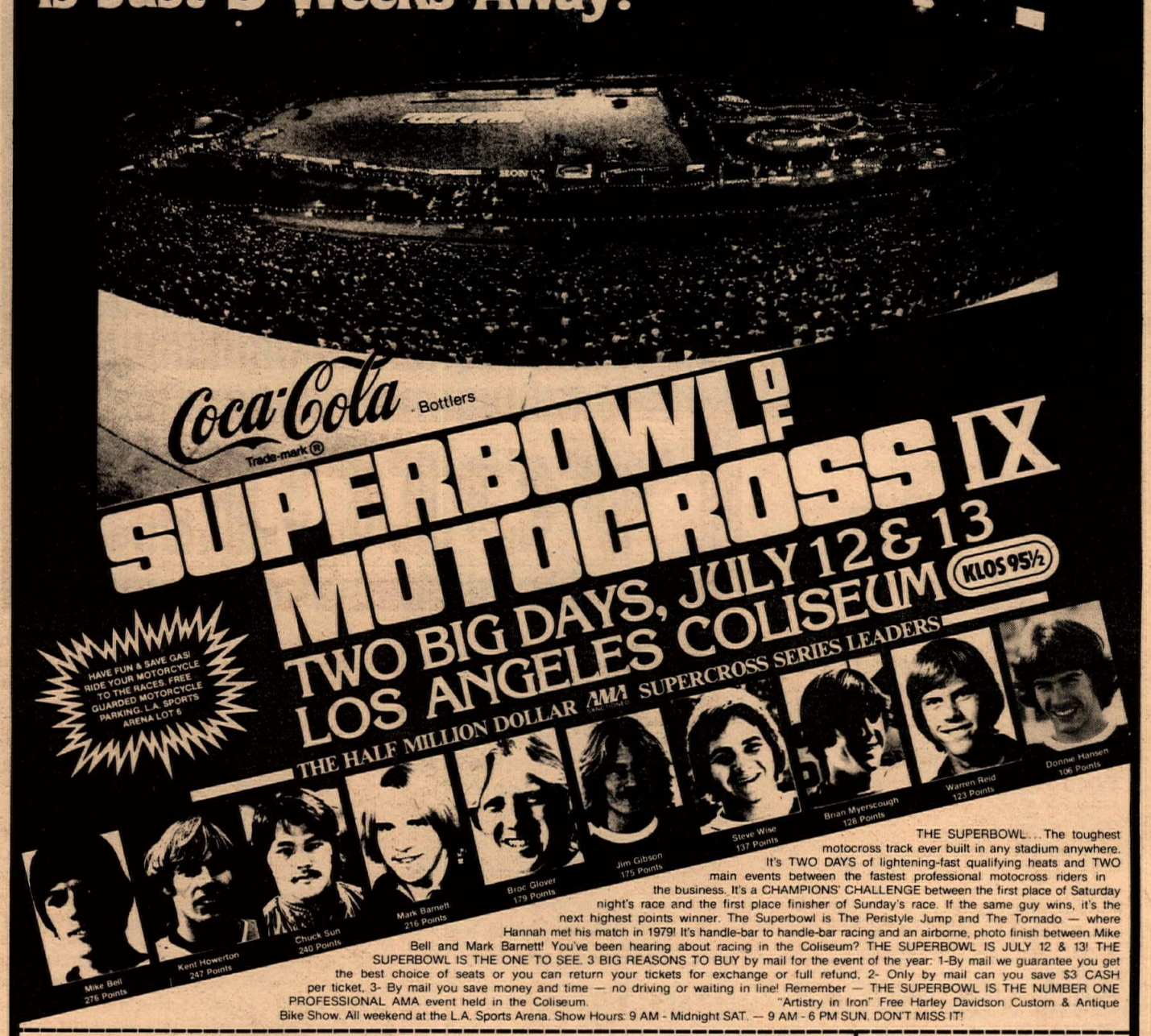

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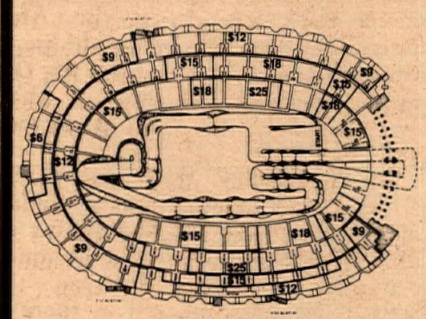

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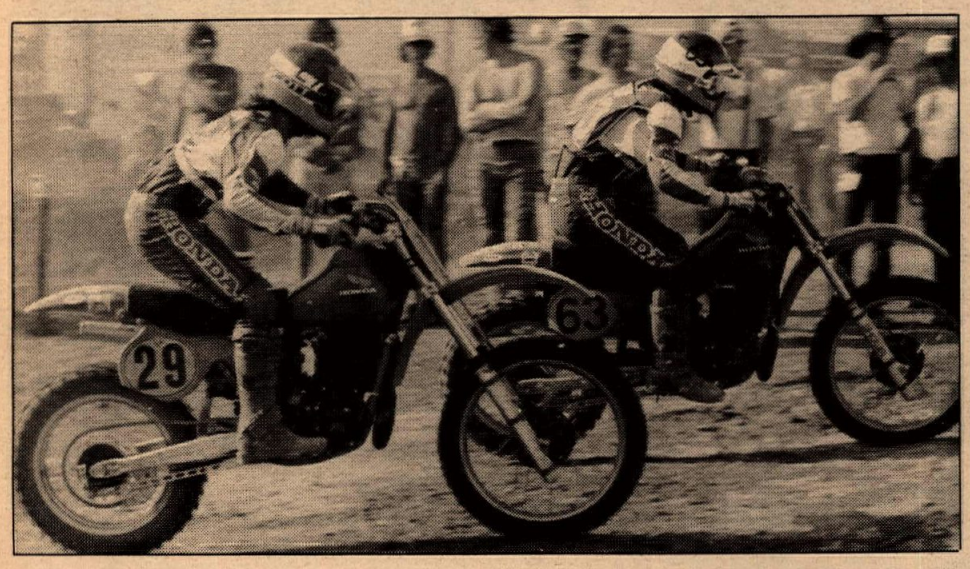
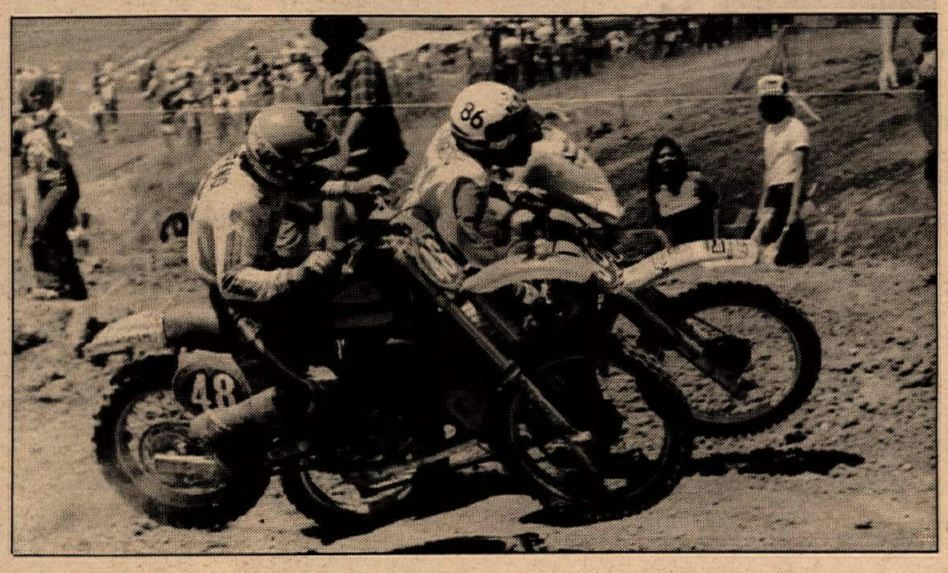




(Top) Goat Breker (40), Rick Burgett (22), Marty Smith (26), Marty Moates (25), Chuck Sun (63) and company roost out of turn one in the first 500cc moto. (Above left) Gibson sets up Sun in second moto. (Above right) Carlos Serrano (48) and Mark Lawrence clash in a 250cc qualifier.

AMA 250/500cc National Championship MX Series: Rounds 7/4

Breker "Goats" for it in Colorado dust

By Mark Kariya

LAKEWOOD, CO, JUNE 15

"Oh man, I'm back in the point standings! I don't even *believe* it!" exclaimed a pumped Goat Breker after winning the 500cc portion of the Super Seer AMA 250/500cc Mile High Motocross at Lakewood Sportcycle Park. It was his first National win, and he did it convincingly, beating Rick Burgett both times out.

Kent Howerton came to Colorado after clinching the 250cc crown last week in Atlanta and scored again with an unbelievable comeback charge to win the first moto and score a third in moto two. He earned 45 points to eke out the win over Warren Reid whose 2-2 tally netted him 44 points.

More so than the elevation or rock-covered track, dust was the single most glaring "challenge" of the track. Even the morning's practice was run on a dry track, and the water truck present was unable to keep things damp.

Many riders were heard to complain. "It was the worst!" voiced Marty Smith, "My lungs are hatin' life."

Howerton said, "I'd have to say it was the worst; it wasn't fair to all the riders. You couldn't see anything in the corners."

250cc National

Local favorite Boo Stichter on a Brighton KTM and Mike Loeffler ran away with the first 250cc qualifier, helped on by cheers from the crowd, with Kawasaki's David Bailey running third.

The second qualifier saw LOP Yamaha rider Mark Lawrence in front from start to finish followed by Moto-X Fox's Carlos Serrano and Lenny Giger on Hondas.

KTM-mounted Tim Fastle took the consolation race over Dave Hollis and Troy Bradshaw.

Kawasaki's Warren Reid led the field out of the first turn in moto one, but Stichter stayed right beside him and when they came to the abrupt ledge in the second corner, he flew by Reid. Trailing them on the first lap were Giger, Moto-X Fox Yamaha rider Tony Wanket, Suzuki's Darrell Shultz, Honda's Steve Wise and Yamaha's Mike Bell. New 250cc National Champ Kent Howerton paid the price for a poor starting position and seemed hopelessly mired back in the pack where dust was such a formidable obstacle.

Stichter could not shake Reid, and the two began to pull away from the field, much to the crowd's delight. Wise started moving after 15 minutes and closed on Shultz who was now in fourth behind Giger. It took him a while to find a clear path around the Suzuki pilot, but at the ledge on lap 10, Wise gassed it a bit longer to put him ahead.

However, Shultz managed to get Wise a short time later. There was no way Wise would settle for that, though, and two laps afterwards he went by both Shultz and Giger for third. Giger fell off the pace to place eighth at the finish.

In the meantime, Howerton had steadily been pulling himself up through the ranks after waiting for the field to sort itself out a bit, and in a phenomenal comeback, was past Shultz for fourth on lap 14. Bell dropped Shultz back one more slot to sixth.

With three laps to go, Reid finally made it by Stichter for the lead, a lead which many felt was fairly secure. Wise also made it past the local hero.

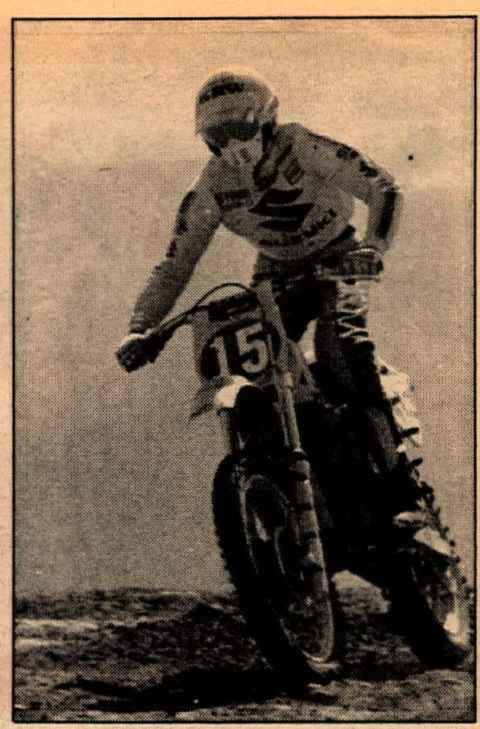
When the two-minute board came out, it was Reid, Wise, Stichter, Howerton, Bell and Shultz. At that point, Howerton said later, "I saw the two-lap sign, and I got mad."

Howerton apparently gets faster when he gets mad. In an astonishing charge, he went by both Stichter and Wise by the white flag. It didn't end there because he wanted it all, and in that last lap, Howerton slipped by leader Reid to cap his catch-up ride!

Following Howerton and Reid across the finish line were Wise, Stichter, Bell, Shultz, Serrano, Giger, Jimmy Ellis on a PDQ Yamaha and Kawasaki's Larry Wosick.

In between motos, Howerton began suffering from gastrointestinal distress and was still in the bathroom when the bikes were being fired up.

"Mark (Blackwell, the Suzuki Team Manager) was yelling, 'Come on, come



(Clockwise from top left) Local favorite Boo Stichter led Warren Reid most of the first 250cc moto. Darrell Shultz's second moto win helped give Howerton the overall. Burgett ran into a fence in 500cc moto one letting Smith and Mosier by for a while. Breker scored his first National win.

on, the two-minute board is up!' When the one-minute board was up, I was still running across the starting area!" Howerton said afterwards.

Giger and Reid led the way through the first turn after the gate dropped with Serrano, Wise and Shultz in tow. Howerton got a better start this time and was 10th.

Giger was unable to hold off Reid, and the Team Green standout went into the lead by lap three. Shultz looked like he found another gear in his tranny and zoomed into second where Reid was in his sights. The battle for the lead developed quickly into a replay of the first moto, but this time the players were Reid and Shultz with Shultz trying *very* hard to get by.

Wise advanced to third after four laps, just ahead of teammates Giger and Serrano. Howerton lay in sixth at this point.

Midway into the moto, Reid and Shultz still having at it out front, Howerton swooped by Giger and Serrano. He seemed to pause for a couple laps before closing on Wise.

On lap 12, Reid found he could no longer hold off Shultz due to stomach cramps, and he reluctantly accepted second. Howerton rode by Wise who appeared to be experiencing problems also. When he saw Reid a short distance ahead, he said, "I was gonna try to beat him, but my stomach was hurting *so* bad."

The top three positions held the rest of the way. Bell, however, moved up into fourth. He looked over at Wise as he went by as though checking for a problem.

Sixth at the checkered flag was Serrano, followed by Husky's Mike Guerra, Giger, Sticher and Peter Wanket on a Moto-X Fox Yamaha.

500cc National

The first qualifier had the defending champ, Suzuki's Danny LaPorte, take the win over early leader David Gerig on an Alba Honda/Horsepower Factory-sponsored Husky.

"Jammin' Jimmy" Weinert got the holeshot in the second qualifier aboard his Kolbe Cycle Sales Can-Am, but surrendered first to Kawasaki's Gaylon Mosier. Gary Semics on an LOP Yamaha got by the Jammer on the white flag lap.

In the consolation race, James Knupp on a Yamaha shared the lead for a few corners before keeping it for himself. Husky-mounted Roger Jones and "Mr. Bill" Jewell on a Van Nuys Cycle Yamaha trailed him in.

Goat Breker grabbed the holeshot in the first moto on his U.S. Norstar/R&D Kawasaki and was untouched the rest of the way.

LOP's Marty Moates and Honda's Chuck Sun skirmished for second until lap seven when Yamaha's Rick Burgett came between them, and Mosier pulled right behind Sun.

Burgett soon decided he didn't want to play, though, and sneaked by Moates three laps later despite a loss of power caused when a rock bashed in his head pipe during the early laps.

The final 15 minutes of the moto saw quite a bit of dicing behind the front two. Sun dropped back to fifth on lap 11, just ahead of Suzuki's Marty Smith. He waited for a couple laps and, with Smith following, zapped Mosier for fourth.

Moates succumbed to Sun's moves on the following lap, but as they got the two-lap board, it was Smith in front of Sun, LaPorte and Moates.

LaPorte passed Sun before the white flag and the beginning of the final lap found Sun clawing on Moates' rear tire attempting to salvage fifth. Moates kept the door shut, though, and was relieved of the duty when Sun's bike whiskered the plug and died with a little over a half lap to the checkered flag.

Mosier moved into sixth with the flag falling behind him for Arlo Englund on a PDQ Yamaha, Weinert, Yamaha rider John Day and Semics.

When the gate fell for the second moto, Burgett and Breker rocketed to the fore. Breker had to be hungry for the win because after his first moto victory, Kawasaki Team Manager Gary Mathers had approached him with the promise of a fat bonus for the overall.

So, Breker knew what he had to do and cooly bided his time, circulating the track in second, but he didn't stay extremely close to Burgett.

The former National champ, of course, was also looking for the win and knew it was his with a second moto triumph. Apparently, it wasn't going to happen this day. "I thought I had it, but the front end slid out," he shrugged after the moto.

Breker was by after that and on his way to a 1-1 day.

Again, most of the shuffling and jockeying was in back of the front-runners. Sun held third for much of the race, hounded early by Englund then Sun's teammate Jim Gibson. With four laps to go, Gibson pulled Sun at the end of a straight and held it to the finish.

Both Honda riders complained of lack of power. "We had to switch motors between motos," said Sun. "Our motors didn't have good response due to the elevation. We were getting pulled really bad and going nowhere fast. It was like riding a 125."

Smith and LaPorte rode in fifth and sixth with Englund, Moates, World Class/Maico's Alan King and Denny Swartz on a Maico behind. ●

Results

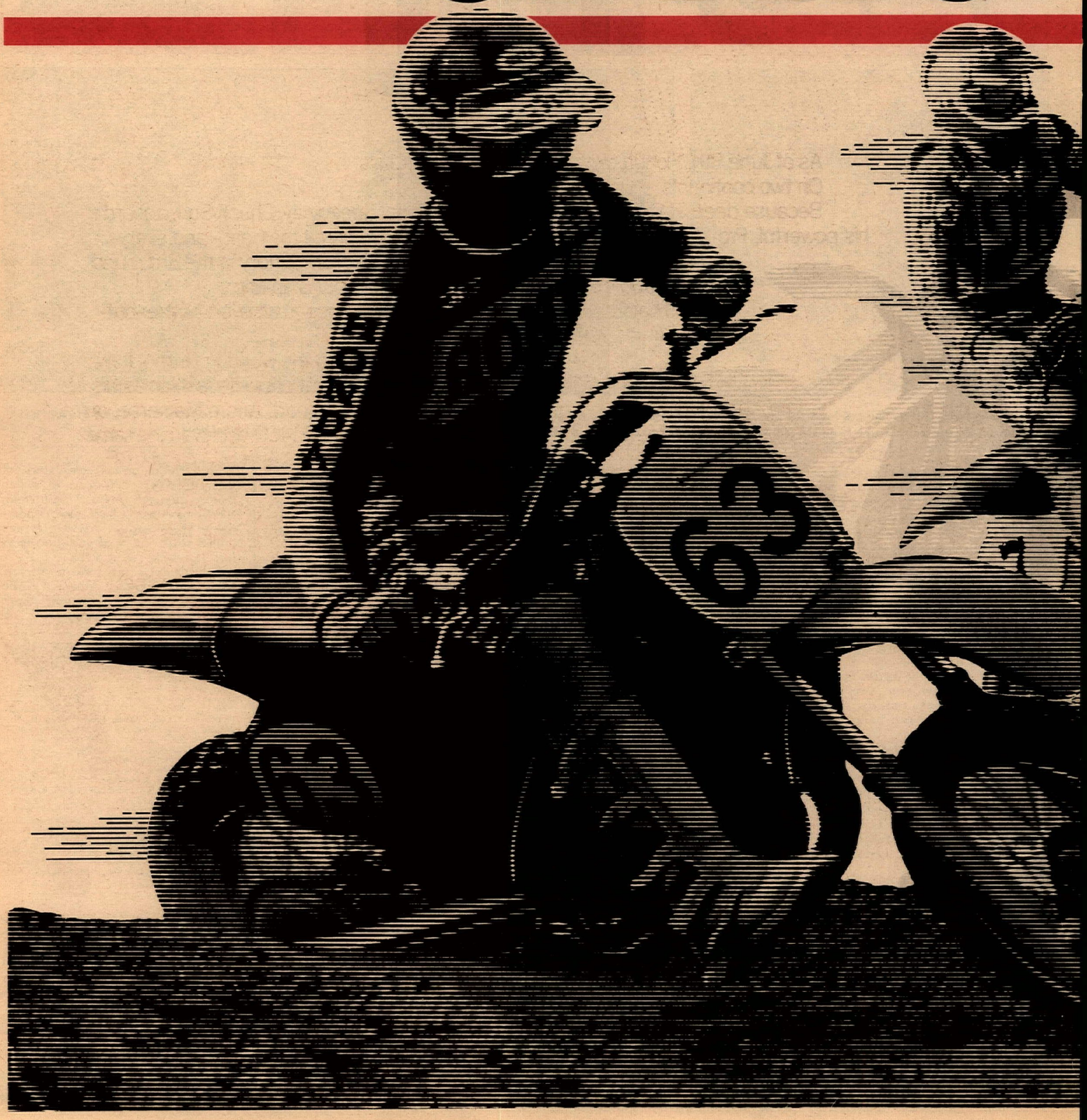
250cc NATIONAL: 1. Kent Howerton, 1-3 (Suz); 2. Warren Reid, 2-2 (Kaw); 3. Darrell Shultz, 6-1 (Suz); 4. Steve Wise, 3-5 (Hon); 5. Mike Bell, 5-4 (Yam); 6. Boo Stichter, 4-9 (KTM); 7. Carlos Serrano, 7-6 (Hon); 8. Lenny Giger, 8-8 (Hon); 9. Mike Guerra, 12-7 (Hus); 10. Jimmy Ellis, 9-14 (Yam); 11. Peter Wanket, 16-10 (Yam); 12. Bill Grossi, 15-12 (Hus); 13. Kippy Pierce, 20-11 (Yam); 14. Larry Wosick, 10-DNF (Kaw); 15. Tony Wanket, 11-DNF (Yam); 16. Derek Wedding, DNF-13 (Hus); 17. Scott Gillman, 13-DNF (Yam); 18. David Bailey, 14-DNF (Kaw); 19. Steve Martin, 26-15 (Yam); 20. Jim Tarantino, DNF-16 (Hon).

500cc NATIONAL: 1. Goat Breker, 1-1 (Kaw); 2. Rick Burgett, 2-2 (Yam); 3. Marty Smith, 3-5 (Suz); 4. Danny LaPorte, 4-6 (Suz); 5. Jim Gibson 11-3 (Hon); 6. Marty Moates, 5-8 (Yam); 7. Arlo Englund, 7-7 (Yam); 8. Gaylon Mosier, 6-11 (Kaw); 9. Jimmy Weinert, 8-13 (C-A); 10. Alan King, 13-9 (Mai); 11. Gary Semics, 10-12 (Yam); 12. Chuck Sun, DNF-4 (Hon); 13. John Day, 9-DNF (Yam); 14. Denny Swartz, 27-10 (Mai); 15. Monte Anderson, 16-15 (Yam); 16. Steve Rhyan, 15-18 (Mai); 17. Mickey Kessler, 12-DNF (Yam); 18. Gary Pustelak, 18-16 (Kaw); 19. Wayne Boyer, DNF-14 (Suz); 20. Maby McIntyre, 14-23 (Kaw).

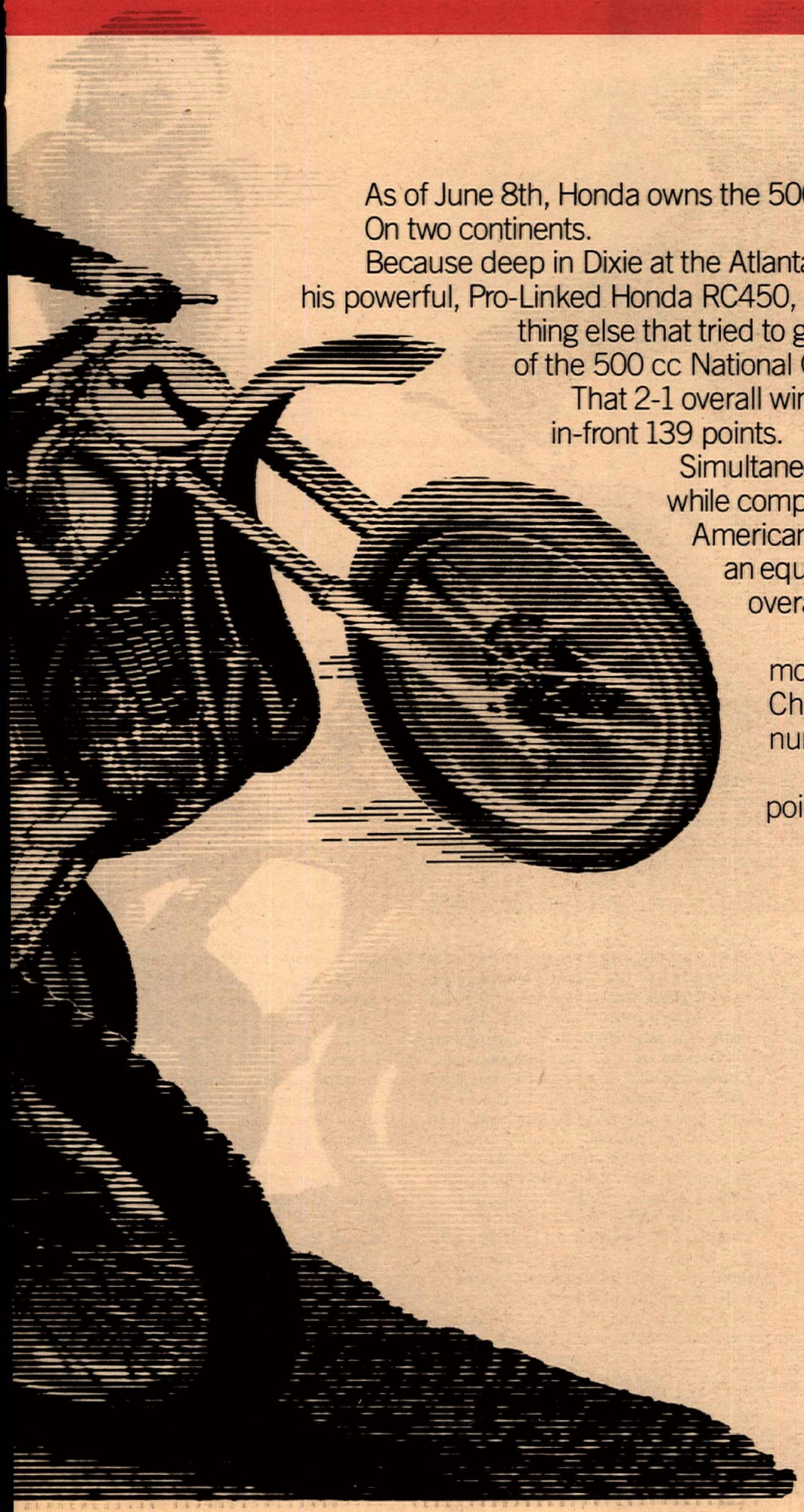
250cc NATIONAL CHAMPIONSHIP FINAL POINT STANDINGS: 1. Kent Howerton (336); 2. Mike Bell (259); 3. Steve Wise (222); 4. Warren Reid (200); 5. Darrell Shultz (178); 6. Larry Wosick (160); 7. Mike Guerra (152); 8. Marty Tripes (130); 9. Jimmy Ellis (103); 10. Steve Martin (98); 11. Bill Grossi (94); 12. Mike Loeffler (87); 13. JoJo Keller (84); 14. Dave Hollis (81); 15. David Bailey (73); 16. Peter Wanket (71); 17. Tony Wanket (70); 18. Donnie Hansen (58); 19. Carlos Serrano (55); 20. Mark Lawrence (48).

500cc NATIONAL POINT STANDINGS: 1. Chuck Sun (157); 2. Goat Breker (139); 3. Rick Burgett (125); 4. Arlo Englund (115); 5. Denny Swartz (111); 6. Marty Moates (109); 7. Jim Gibson (100); 8. Marty Smith (93); 9. Gaylon Mosier (85); 10. Gary Semics (79); 11. Mickey Kessler (77); 12. Gary Pustelak (75); 13. Danny LaPorte (71); 14. Steve Rhyan (70); 15. Jimmy Weinert (58); 16. John Day (53); 17. Alan King (36); 18. Wayne Boyer (34); 19. Steve Stackable (26); 20. Clark Jones (22).

HONDA MOVE
OF TWO



S TO THE HEAD CLASSES.



As of June 8th, Honda owns the 500 cc Open Class.
On two continents.

Because deep in Dixie at the Atlanta International Speedway, Chuck Sun, aboard his powerful, Pro-Linked Honda RC450, managed to overcome the heat—and everything else that tried to get in his way—to claim victory in the 3rd round of the 500 cc National Open Class Championship title.

That 2-1 overall win brings Sun's standing to an even-further-out-in-front 139 points.

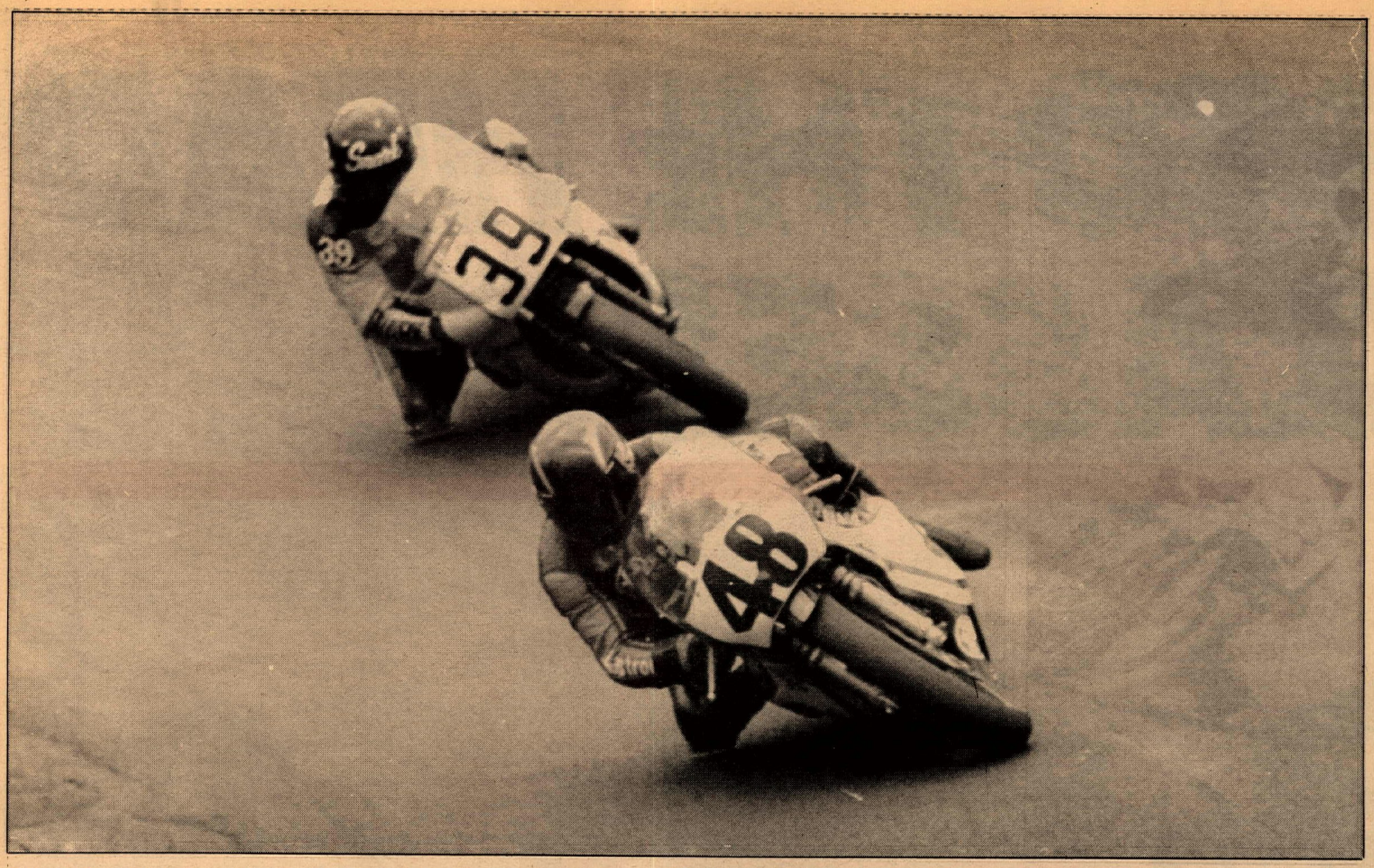
Simultaneously, halfway around the world in Fermo, Italy, while compiling motos in the exact opposite fashion as his American Team Honda counterpart, Andre Malherbe, on an equally hot Honda works RC450, achieved the same overall winning result in the Italian 500 cc MX GP.

The European Team Honda member's most recent moto finish means, in the World Championship Series points standing, he's now numero uno, too.

Congratulations to Chuck and Andre, the points leaders!

HONDA
FOLLOW THE LEADER.

ALWAYS WEAR A HELMET AND EYE PROTECTION ©1980 American Honda Motor Co., Inc.



Rich Schlachter (48) scored his first National win in front of a partisan crowd. Mark Jones (39) placed third, his best-ever National finish.

AMA Grand National Championship/Winston Pro Series: Round 10

Schlachter mows 'em down at Loudon

By Gary Van Voorhis

LOUDON, NH, JUNE 15

"It feels good, real good," said a jubilant Richard Schlachter after notching his first National win in front of a partisan crowd that wanted to see the Connecticut Yankee do his best. "I came here to kick some butt and I did it. There's nothing like winning the big one in front of all your friends and well wishers."

Second place went to Nick Richichi, an AAMRR racer who also knows the Bryar Motorsport track like the back of his hand. In third was Mark Jones, who improved on his fifth at Road America two weeks prior by two spots.

Filling out the top five slots were Bruce Hammer and John Bettencourt. Hammer held off Bettencourt's charge to the flag.

Schlachter's Microlon/Castrol/Sky Cycles/Arai-sponsored Yamaha TZ750 experienced a dragging front brake in his pole winning heat race ride, but that was fixed. Then overheating plagued him at the start of the 47 lap, 75.2 mile final. "The temperature went up right from the start," said Schlachter. "I waited to make my move on Jones, but he didn't seem to be making any mistakes so I went for broke and gassed it. I was going to win or blow the engine."

Positive thinking helped Richichi to finish second in only his second National. "I knew I was going to do good, I just knew it. Loudon is my favorite. I did a lot of work on the bike and it paid off. Kevin Cameron gave me a lot of assistance and without the help of Camrod Motors I don't think I'd be here."

It was also Jones' first winner's circle appearance as an Expert. "He had the power to win," said his dad, Bob, who tunes and sponsors the Jo Co Motors Yamaha. "He needs to build up his stamina. The heat drained him." Mark agreed adding, "My dad does a lot of work, he deserves the praise."

The 1.6-mile, 10-turn track in central New Hampshire saw the biggest crowd ever make the weekend event a smashing success for new owner Don Brymer. New paint and many other welcome changes greeted the spectators and are only a beginning in Brymer's plan to make the facility *the* place to race and spectate. The Sunday crowd was estimated at 40,000.

A threatening storm front that never materialized in the intensity expected altered the program so that the National was run first. This did not bother anyone as most thoughts were of finding a tire combiantion that would not slip on the somewhat slick track. Secondary was the heat and the fact that you don't get a moment's rest on the twisty course.

The first three laps were disaster for the four-strokes. Wes Cooley, running second, stopped to secure a spark plug lead at the end of lap one and restarted last. Ron Pierce blew an engine at the end of lap two, dropping some oil on the track which leader Freddie Spencer collected on his tires the next go around. He promptly got into a couple of tank slappers, making him think it was his bike that was doing the oil spewing. A trip to the pits squelched that thought, but Honda team manager Steve McLaughlin elected to keep Spencer in the pits saying, "There are plenty of races, but there is only one Freddie. I want to keep him in one piece." Scratch Team Honda.

Cooley returned to action with a vengeance, but a flat front tire 14 laps into the event sidelined the Yoshimura Suzuki rider for good.

Up front the lead was in the grasp of Jones with Schlachter and Richichi following. Jimmy Adamo had been with the top five, but also hit Pierce's oil slick and bailed off, breaking his right wrist. Gene Romero, Bruce Patterson, Ted Boody, Bruce Hammer, John Bettencourt, Harry Cone, Harry Klinzmann and Cory Ruppelt stayed close.

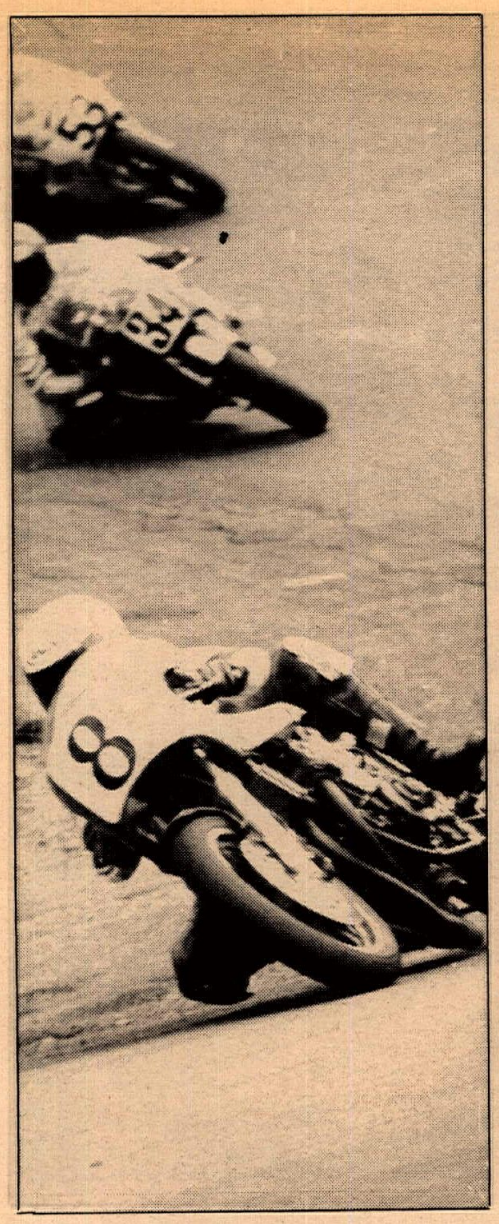
Richichi made his move on Schlachter for second on lap 11 with Schlachter coming back within striking range two laps later. Patterson then took Romero for fourth.

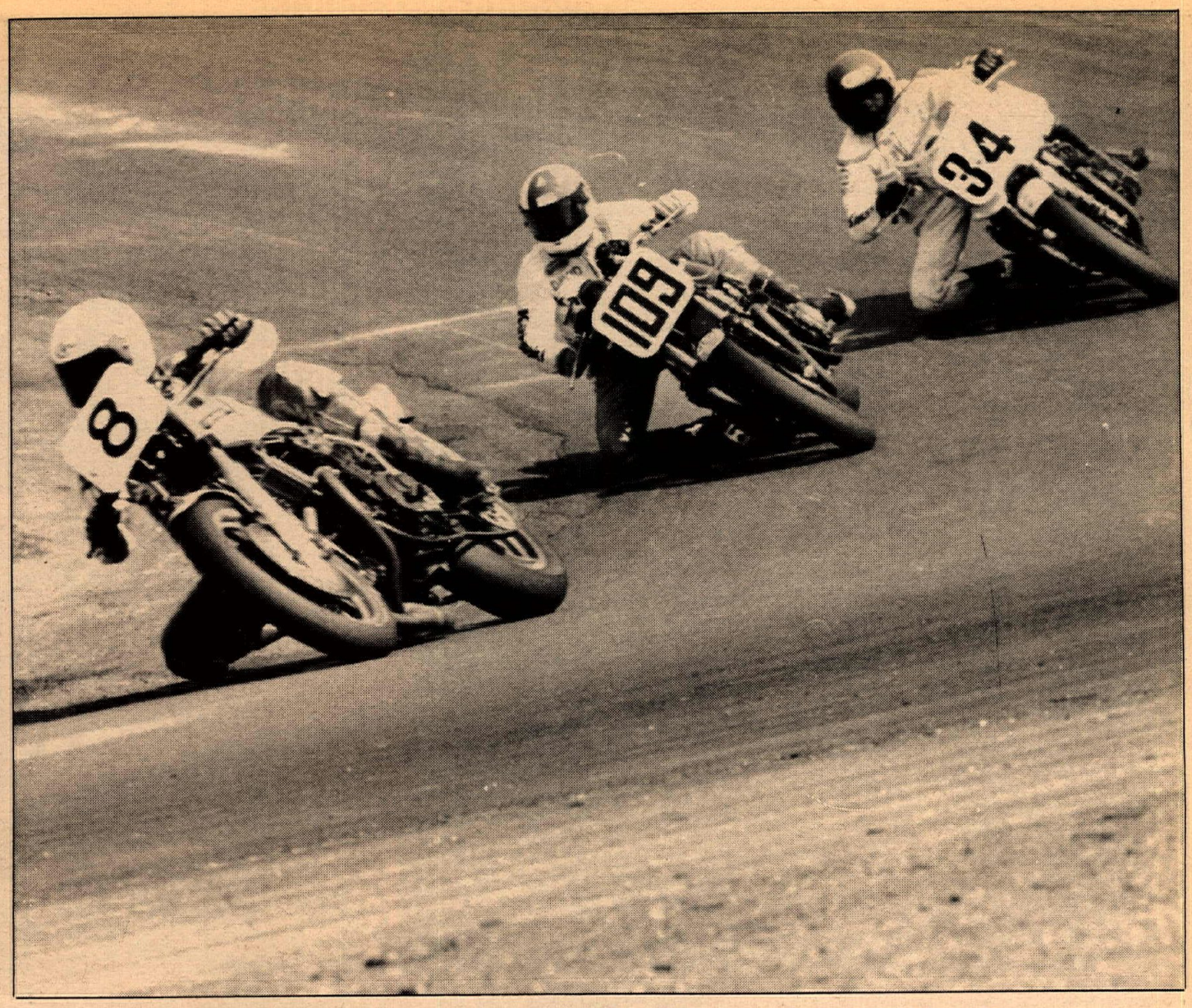
Lap 14 saw Schlachter take the lead from Jones on the crest of the uphill section and hold command from there to the checkered flag. Jones and Richichi stayed close.

Romero was out on lap 16 in a bike breaking and body bruising crash. "I moved to go under one of those 350cc squids," said Romero angrily. "The fool moved over on me and I gassed it to get past, only I ran out of track. A bummer, a real bummer."

Schlachter continued to open up breathing room as the battles behind him heated up. Patterson began to close on Richichi, and just as quickly was down and out in a cloud of dust. Then Boody saw his chances of a top five finish go sour when his ignition acted up, putting the bike on three cylinders. To make matters worse, the clutch cable broke on the next lap and Boody was forced to "slam shift" for the remainder of the race. "Those problems probably cost me four places," said Boody.

By lap 25 the front four had been set although the top three — Schlachter, Richichi and Jones — were the only ones to have a semblance of security. Hammer, in fourth, would finish in that position although for 22 laps he was never really safe.





(Left) Freddie Spencer leads Wes Cooley early in the National. Both DNF. (Right) Spencer heads up Dave Aldana and Cooley in the Superbikes.

Ed Powell made an ambulance trip after crashing hard near the start/finish line and being hit by his own bike.

The real battle in the closing laps was for fourth through eighth. Hammer and Bettencourt swapped fourth with Hammer finally regaining a grip on it on the final lap. "It's my best finish ever," said a very happy Hammer. Bring on (Road) Atlanta, I want to win that one. Make sure you mention Kal-Gard, they help a lot."

"I should have had fourth, but that's how it goes sometimes," said Honda/Competition Machine & Supply/Jerry Wood-sponsored Bettencourt. "Next time."

Cory Ruppelt, aboard the Eau Claire Cycle/Pepsi-Cola of Eau Claire/Kadinger Marine/Menomonic McDonalds Special, was always there knocking on the door and waiting. He took sixth.

"Have I got a story for you," said seventh place finisher Harry Cone. "My right (throttle side) clip-on started to break four laps from the end when I was braking heavily in one section. I didn't use the front brakes after then and on the final lap I had to hold onto the triple clamp to get leverage to use the throttle. That cost me at least one position."

Schlachter's win moved him into ninth in the Winston Pro Series point standings for a shot at the point fund money in the first leg. "Hey, I'm ready to kick a whole bunch of you know what at Atlanta. That's my track, and second won't be good enough," said Schlachter as he was loading up. "This is my year."

Results

NATIONAL: 1. Rich Schlacter (Yam); 2. Nick Richichi (Yam); 3. Mark Jones (Yam); 4. Bruce Hammer (Yam); 5. John Bettencourt (Yam); 6. Cory Ruppelt (Yam); 7. Harry Cone (Yam); 8. Harry Klinzmann (Yam); 9. Ted Boody (Yam); 10. Roberto Pietri (Yam); 11. Rich Chambers (Yam); 12. Kurt Leibmann (Yam); 13. David Emde (Yam); 14. John Samways (Yam).
TIME: 56 min., 12.462 sec.
AVERAGE SPEED: 82.74 mph.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Hank Scott (83); 2. (TIE) Steve Morehead/Alex Jorgensen (61); 4. Randy Goss (58); 5. Ricky Graham (50); 6. Mike Kidd (47); 7. Gary Scott (44); 8. Billy Labrie (41); 9. Rich Schlachter (36); 10. Kenny Roberts (33); 11. (TIE) Scott Parker/Jay Springsteen (32); 13. (TIE) Ted Boody/Corky Keener (30); 15. Scott Pearson (28); 16. Ronnie Jones (21); 17. Wes Cooley (20); 18. Mickey Fay (19); 19. Jimmy Adamo (7).

Superbike Production

Spencer shines flag to flag

LOUDON, NH, JUNE 14

Freddie Spencer, in lightning-like fashion, demolished the 25-lap, 40-mile Superbike Production final at Bryar Motorsport Park for his second consecutive win. Wes Cooley and Eddie Lawson joined Spencer in the champagne ceremony. David Aldana placed fourth, narrowly ahead of Chuck Parme, the first non-factory sponsored rider.

"This is the way I like to win," said Honda sponsored Spencer after spraying everyone in sight with champagne. "I want to thank Mike Velasco and Charlie McDonald for building a winner. The heat did bother me a bit, and in combination with the tight track which gives you no place to rest, made the race a hard one."

"You can't let Freddie get away from you in the first two or three laps," said Cooley afterwards. "That's the key to his race. Once he opens up that gap on you he's not going to relinquish it."

Cooley's Yoshimura R&D/Vetter crew included Kazio Yoshimura, Don Sakakura and Suehiro Watanabe.

Kawasaki's Eddie Lawson was less than thrilled with third. "There's only one reason to ride and that's to win," said Lawson. "I don't like to finish second or third or anywhere else. We're going to do a lot of work before Road Atlanta to get the bikes to come off the corners better. Put in a good word for Randy Hall, Donnie Dove and Steve Johnson, they work hard on mine and David's (Aldana) bikes."

Spencer, Aldana, Lawson, Cooley and Honda's Ron Pierce made up the front row of the 39 rider grid, but when the green flag waved it was all Spencer.

By lap four Spencer had established a three second gap over a multitude of battles behind him. Aldana was leading Cooley with Pierce and Lawson dueling ahead of Harry Klinzmann, Chuck Parme and Jimmy Adamo.

Klinzmann, on the Mr. Al's/DG/ND/Racecrafter's Kawasaki would eventually slip to eighth.

By lap six the field began to stretch out. Cooley got by Aldana and began to move on Spencer. "I've got to learn to get aggressive sooner," Cooley would say later.

Another battle shaping up was that of last year's winner Rich Schlachter, on the Gee Vee Performance Ducati and Dave Emde, aboard the San Jose BMW. Emde would place ninth at the finish.

Traffic began to play a role as Spencer began to weave through it followed by Cooley with Aldana glued to his rear tire and Lawson breaking loose of Pierce.

The battle for sixth, which would become fifth as Pierce slipped to seventh, was a replay of the Road America race. Only this time Parme, aboard the GSM/Kal-Gard Kawasaki tuned by his brother Larry, wasn't going to be beaten in the closing laps by Adamo and his Reno Leoni/Berliner Motors Ducati.

"I didn't look over my shoulder. I knew I'd see Jim. I didn't want to get beat by that Duc again," said Parme.

"I was ready to make my move around mid-race," said Adamo. "I just didn't have that extra edge so I just hung in behind."

Pierce's slide to seventh from fourth was a disappointing one. "I should know by now not to fiddle with a good combiantion," said Pierce. "I had the jetting changed and rather than solving the problem I had, it only aggravated it."

Cooley managed to cut over a second off Spencer's lead in the closing laps, but the Honda pits warned Spencer and he quickly added a two second cushion.

Lap 18 proved unlucky for Aldana. "The engine went on three cylinders. Right after that I went into one corner too hot," said Aldana. "It started hopping when I jammed the brakes so I just closed my eyes and laid it down before crashing into the tires. I was up right away, but Eddie (Lawson) was already by. Luckily I had enough cushion to hold fourth, although Chuck Parme darn near got me on the final lap."

Spencer pulled a wheelie up the hill on the back of the course on his final lap. "I did it for the fans," said Spencer with a smile. "They were cheering for me so I did something for them."

Results

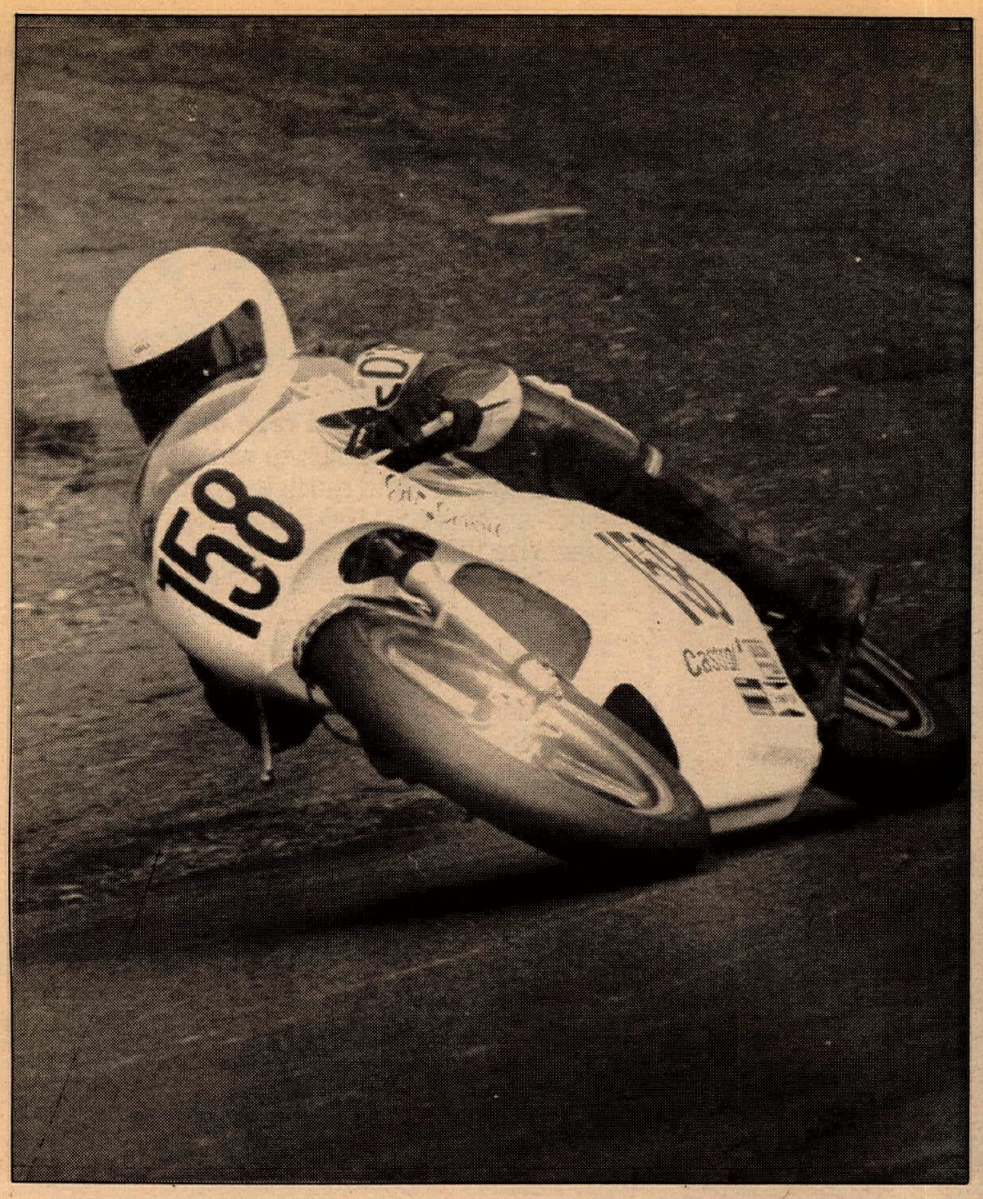
SUPERBIKE: 1. Freddie Spencer (Hon); 2. Wes Cooley (Suz); 3. Eddie Lawson (Kaw); 4. David Aldana (Kaw); 5. Chuck Parme (Kaw); 6. Jimmy Adamo (Duc); 7. Ron Pierce (Hon); 8. Harry Klinzmann (Kaw); 9. David Emde (BMW); 10. Roberto Pietri (Hon); 11. Rich Schlachter (Duc); 12. Doug Lantz (Duc); 13. Rusty Sharp (Suz); 14. Hal Coleman (Kaw).
TIME: 24 min., 25.503 sec.
AVERAGE SPEED: 81.563 mph.

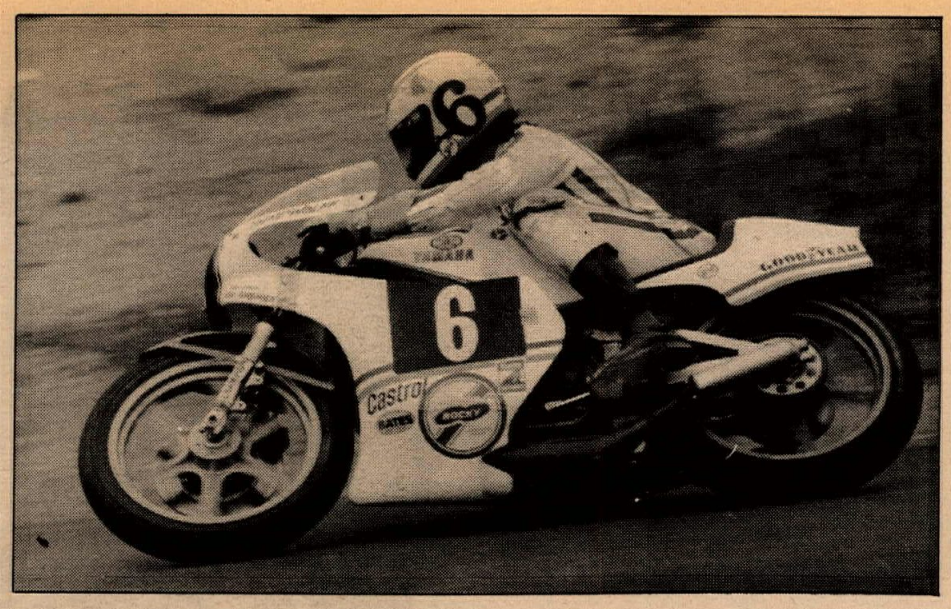
AMA SUPERBIKE CHAMPIONSHIP SERIES POINT STANDINGS: 1. Eddie Lawson (65); 2. Freddie Spencer (59); 3. Wes Cooley (56); 4. (TIE) David Aladana/Ron Pierce (53); 6. Chuck Parme (36); 7. Jimmy Adamo (35); 8. Roberto Pietri (29).

Expert Lightweight

Exercise in survival to Maus

LOUDON, NH, JUNE 15





(Left) Bruce Maus was the winner of the crash-marred Lightweight Expert race. (Top right) Novice winner for the second straight race, Thad Wolff attacks a downhill corner. (Bottom right) The sidecars attack the course at the start of their event.

Bruce Maus, in a battle of survival that saw more bashing and crashing than a demoliton derby, emerged the winner of the 32-lap, 51.2-mile Expert Lightweight event. Maus, the sixth leader in the accident marred race, grabbed the lead on lap 17 and held it to the flag over Gary Penfield, Steve Baron, Gary Collins and Lyle Newton.

"I tried to pace myself. The track was very slippery and I knew if you pushed too hard you were inviting a crash. I just wanted to be in the right place at the right time," said Maus. "I was, and it feels great. This is my first win and I want to thank Ed Collins of Ed's Service, City Gear and Stan Rinkus for all their help."

"It was a race of survival. Luckily, I was one of the survivors," said Gary Penfield with his hand tightly grasping the champagne bottle. "I'm self sponsored with some help from friends, especially Diane and David Howes. Doing good here is really an ego booster."

Steve Baron thought the race was a lot of hard work. "I was pushing right from the start," said Barron. "I started out about 10th and very slowly worked my way up. Toward the end the track got really slippery and I got tired or else I might have had a go at Gary. We had a real good dice going in the middle of the race and everyone was so equal that we stayed glued together for a bunch of laps. I want to thank Golden Cycle for their help."

Rusty Sharp, the second place finisher at Road America, led the first lap of the final, only to be bumped to second by Jeff Umrysz. Then Dave Busby entered the fray as Road America winner Dan Chivington moved in to challenge. Maus was ninth at the time.

On lap eight Mike Callahan started a chain reaction three rider crash at the start/finish line that brought out the red flag. Callahan went to the hospital with suspected collarbone and wrist injuries while Jan Jolles retired to the pits with a mangled bike. Doug Brauneck made minor repairs and returned to action. Brauneck started last on the restart and placed seventh. "I begged, borrowed and scrounged everything to come. I was going to race," said Brauneck.

Busby, Sharp and Chivington converged in a three way roundhouse for the lead on the restart with Busby and Sharp going down while running 1-2. Chivington had a comfortable cushion on third place Steve Arnold. The next lap around Chivington crashed.

"I didn't know I was in the lead," said Chivington, nursing a sore wrist and dinged ankle. "It was stupid of me to crash, but I was pushing to stay in contention."

Busby rejoined the race after Sharp, although Sharp would only make three laps. "I tried to shift with my hand when the shifter broke," said Sharp, "but it didn't work too well."

Steve Arnold was the leader with Chivington out and had to contend with Maus as Alan Ward, Gary Collins and Steve Baron battled. Arnold took himself out of contention with a crash on lap 22.

Maus was home free, but the battle for second was still on. Penfield would hold the position, although he survived many challenges doing so. Baron, in the final two laps, nipped Collins.

Results

EXPERT L/W: 1. Bruce Maus (Yam); 2. Gary Penfield (Yam); 3. Steve Baron (Yam); 4. Gary Collins (Yam); 5. Lyle Newton (Yam); 6. Boonie Knott (Yam); 7. Doug Brauneck (Yam); 8. Warren Fearon (Yam); 9. Dave Busby (Yam); 10. Craig Moriss (Yam); 11. Dieter Guttner (Yam); 12. Tom Pedzewick (Yam); 13. John Samways (Yam); 14. James Woolsey (Yam).

Novice

Wolff growls again

LOUDON, NH, JUNE 15

Thad Wolff is collecting wins in the Novice class. Road America was his first AMA ride. He won that. Now, he's two for two. "I'll be trying real hard at Road Atlanta," said Wolff after a good slug of champagne to quench his thrist. "Three for three sounds real nice. Loudon was a hard race what with the heat and a slippery track. I keep telling people Neil (Sorensen) tunes a pretty mean machine. I guess they believe me now."

Mark Bouges held the lead early on, but was relegated to second by Wolff. "I tried my best to hold off Thad, but he got me," said a tired Bougas. "Hey, my Boston Cycles/P.T. Machine/Metric Tool and Screw sponsors deserved the win. I did my best."

Nobuhiro Nakamura inherited the lead in the final for about 10 seconds. He had been running second to Honda's Jeff Haney (aboard a Yamaha to collect enough points for his Superbike license) when Haney went down on the second lap.

"I went high to avoid Haney and his bike," said Nakamura. "Thad and Mark were quickly past me and I just couldn't catch them. I guess two third place finishes in two races isn't bad. Perhaps that means that I should win at Road Atlanta. It would please my sponsor, Danny Hyatt, very much if we could win.

Fred Winters, who placed fourth, made a superb ride through traffic from a 27th starting position. Winters is sponsored by ND.

Bobby Behel made up for losing a sure third place finish at Road America by taking fifth. "I need a new transmission," he drawled. "This one doesn't shift too good and if you can't come off the corners then you can't really race here."

Results

NOVICE: Thad Wolff (Yam); 2. Mark Bougas (Yam); 3. Nobuhiro Nakamura (Yam); 4. Fred Winters (Yam); 5. Bobby Behel (Yam); 6. Robert Cyr (Yam); 7. Hugh Delage (Yam); 8. William Himmelsbach (H-D); 9. Kirk Guey (Yam); 10. Matt Winierski (Yam); 11. Keith Kiyota (Yam); 12. David Reed (Yam); 13. Gary Iaizzi (Yam); 14. Gary Haslanke (Yam).

Sidecar

Essaff/Harrold double up

LOUDON, NH, JUNE 15

The sidecar team of Pete Essaff and Kenny Harrold made it two in a row with a win in the second round of the Castrol S Sidecar Challenge Series. The hacks of Ray Richard/David McKinnon and Bill Davidson/Patrick Dunn filled out the winner's circle after a rousing race.

"I'm glad we won and we had a good race, but both myself and Pete are bummed. We didn't even get a trophy at Road America and here they only gave us one," said Harrold. We each pay an entry fee and it takes two to win so we should each get a trophy. That may sound like griping, but when you get all of $320 for winning you expect at least one trophy each. I want to thank Laconia Kawasaki for all their help. We really appreciated it."

The rig of Doug Kalitta/Bradley Fulker held the lead before Essaff/Harrold got by. Ray Richard/David McKinnon then powered their way past to set up a three-way duel which spread out as the 18-lap event wound down. Essaff/Harrold were not to be denied the win and powered their Racer's Edge House Painters-sponsored Kawasaki back into the lead for good.

George Fisher, with Mark Nowicki on board, battled into fourth to drop the Kalitta/Fulker entry to fifth. •

Short and Sweet.

GS-1100 wins shortest race of the year.

You gotta' be quick to win a 1/8th-mile drag race. And quick is what Terry Vance and his GS-1100 Pro Stocker specialize in.

So it's no surprise that Terry and Suzuki won the Pro Stock Class at the IDBA Supernationals in Kentucky.

Good going, Terry!

Congratulations also to Bob Carpenter for taking second on a Suzuki GS-1100—his first time out on the big Suzuki.

SUZUKI 1980. PERFORMANCE THAT REALLY COUNTS.

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Wes Cooley's Yoshimura Suzuki did it to the two-strokes at Mosport.

Victoria Day Sprints

Cooley hot in Canada

By F. David Stone
Photos by Bill Petro and Stone

MOSPORT, CANADA, MAY 19

Wes Cooley traveled north to Mosport for the traditional Molson Victoria Day Sprints and won the Formula I feature in convincing style riding his Yoshimura Suzuki and giving Canadians a look at just how competitive a four-stroke racer can be against the best F750 two-stroke Yamahas.

Shortened from 30 to 15 laps due to disastrous weather which delayed the start of the Sunday program until after 3 p.m., the Formula I event included Canada's top road racer, Steve Gervais whose Castrol Yamaha TZ750 had almost won last year's F750 GP over Patrick Pons plus U.S. Road Racing Champion Richard Schlachter on his Microlon TZ750.

Cooley grabbed the lead from the start and even popped a wheelie at the end of the first lap as he passed the pits. Gervais increased the pressure and took over on lap two. Schlachter closed in on Cooley and it appeared that the two 750 Yamahas would beat the Suzuki four-stroke with no trouble. Schlachter took second place, but this did not suit Cooley and he not only recovered second place, but he kept the pressure on Gervais as well.

On the tricky handling bits from the pits down to the Moss Corner hairpin, Cooley was all over the Yamahas but up the back straight the chainsaws had the legs on the four-stroke. Then as they almost flew over the hump at the top of the back straight and entered the esses before the pits, the Suzuki had the speed which made the three leaders close to dead even, the only differences being rider skill and ability to cope with traffic.

In fact, Gervais' rear tire had been overheating and as it got slippery and lost traction, leading the race at the pace dictated by his pursuers became more and more difficult. At the end of the 13th lap, Gervais got it all wrong. In the last turn before the pits, a bumpy one at that, the rear wheel broke loose and he tumbled to the pavement as Cooley retook the lead.

In the final two laps, Schlachter was unable to get past the Suzuki and he came home second followed by Bruce Patterson's TZ750. To show how close it had been, the fastest laps for the three leaders had been Cooley 1 min., 31.03 sec.; Gervais 1 min., 31.22 sec. and Schlachter 1 min., 31.26 sec.

Almost totally ignored because of the interest in the Suzuki/Yamaha battle was the outstanding performance of Lang Hindle, fourth overall and first Superbike with his Hindle-Kawasaki. His best time on his home track was 1 min. 35.56 sec, faster than third placed Patterson's 1 min., 32.78 sec. and beaten only by Cooley, Gervais and Schlachter.

Following Hindle were Yamaha rider Frank McTaggart and the Kawasaki's of Rubin McMurter and Frank Mrazek.

In the Open Superbike event called the Castrol Cup, three local hotshoes all riding Kawasakis, put on a good show. As expected, Lang Hindle took an early lead on a damp track, still wet from early morning rain, with WERA North American Challenge defending champion Bob Price and Frank Mrazek right on his tail. Hindle, who likes to lead, set a pace fact enough to stay ahead on the drying track until he lost his visor with only two laps to run.

Price took over the lead with old pro Mrazek right on his tail light. On the final lap at the Moss corner hairpin, Mrazek's pressure forced Price to slip and fall and they finished Mrazek, Hindle and the Ducatis of David Fleming and Richard Schlachter. Schlachter had started from the front row with intermediate tires but he was no match for the slick shod Kawasakis and Fleming. In fact, Mrazek had a slick rear and a full wet front.

Mrazek won the Open Production race on his Honda CBX while another multi-race winner, was Craig Morris who took Formula III on his 250cc Yamaha and Formula IV and V known as the Honda 125cc Challenge on his 125cc Yamaha.

The meeting was sanctioned by WERA and saw an unprecedented entry of over 200 riders making over 500 actual race entries. •

IDBA Super Nat'l.

Vance, Bruso & Wills roll at Super National Drags

By Tom Dalton

LOUISVILLE, KY, JUNE 8

The 3rd Annual IDBA Super National Drags at Ohio Valley Raceway offered ideal weather and racing conditions for those challenging the one-eighth mile facility. Records in most of the Pro classes toppled even though the wind stirred briskly on Saturday.

Only one mishap marred the wekend as Top Fuel competitor Larry McBride had his Harley-Davidson blow a head gasket on the starting line and douse him with nitromethane. Fortunately, quick reactions by track officials prevented serious burns.

Pro Stock Eliminator was, as usual, one of the most exciting divisions. Sid Pogue was top qualifier at this meet and also set a new world record in the one-eighth mile. Pogue peeled off a 5.66 ET and then a 5.64 ET on his second pass to back it up. Pogue later had air-shifter problems in the first round of eliminations Sunday.

"My air-shifter stuck in second gear and by the time I shifted manually it was to late," said Pogue.

Both "Superbike Mike" Keyte and Terry Vance had similar mechanical problems. Keyte had been running right on the old one-eighth mile record (5.70) all weekend but encountered a big problem in his Pro Stock semi. Keyte, who is sponsored by CM Performance and MTC, squared off against Vance's Vance-Hines Racing/US Suzuki GS1100. Vance caught Keyte on the line with a holeshot, but got crossed up 200 feet down the lane. Keyte's shifter hung in second gear and he went the distance without making third gear. Vance gained control of his machine and defeated Keyte. Mike had the better time, 5.77 ET/115.68 mph to Terry's 5.80/122.11. Vance's lightening fast reaction time held off "Superbike Mike's" challenge.

The other Pro Stock Semi saw Ralph Pitlock, sponsored by The Paint Works against Bob Carpenter's RC Engineering Suzuki. Carpenter, with the slower ET, pulled a holeshot on Pitlock, edging him out of a berth to the final, Carpenter's ET 5.75 at 122.00 mph to Pitlock's 5.71 ET at 120.00 mph.

This produced a record in itself as two Suzukis entered the final for the first time in IDBA racing history. Vance proved the victor in a close run. Carpenter's 5.82/121.45 fell short of Vance's 5.69/123.28 to close out Pro Stock action. The old cliche never a dull moment could be used to describe Top Fuel action. Roy "Frog" Thacker said to Tony Lee, IDBA Director, "Well hoss, I finally set a record; didn't hold but three hours but I set a record."

Racers know records are only made to be broken. Thacker's new record of 151.51 mph was broken by independent Danny Johnson just three short hours later at 153.06 mph.

In the first round of Top Fuel eliminations Bo O'Brochta tied the ET record set last year at Ohio Valley Raceway with a 4.96 ET at 150+ mph. The first Top Fuel semi brought Thacker to the line against Sam Wills. Thacker, the number one qualifier and sponsored by Lynchburg Kawasaki, turned a 5.30/111.94 having apparent mechanical problems in a losing effort to Wills. Wills gained a ride into the final with a 5.13/145.63.

The surprises weren't finished yet. Chris Hand, sponsored by Hand/Hickman, defeated number two qualifier O'Brochta in a fast run.

It seemed things were really going Hand's way as he had already set down popular favorite Kenny Blackburn on the Wiseco/Klotz/Sikora Brothers Kawasaki who lost fire on the starting line in the first round of Top Fuel eliminations.

This was the first time a Honda Top Fueler has ever made it to an IDBA final. Wills, on a Kawasaki sponsored by Motorcycles Unlimited proved the importance of a quicker reaction tim ein the one-eighth mile as he sidelined the Honda with a 5.13/145.63 run. Hand's time was 5.08/146.81.

The very competitive Super Eliminator division was as exciting as ever. Fans believed the final would be Mike Bruso versus Terry Kizer, but Mike Murdock had plans of his own. Murdock, sponsored by Murdock Racing Ent./MRE Airshifters ambushed Kizer with a holeshot in their semi and won with a slower time, 5.36/131.38, to Kizer's losing effort of 5.30/133.72.

Mike Bruso, sponsored by Power Enterprises on a Kawasaki 1000, pocketed the other semi final defeating Sam Oskin.

The Super Eliminator final saw Bruso dispatch Murdock for the division win.

Terry Kizer led off the Pro Comp Eliminator (turbo powered) semis with a win against Isaac Malone. John Baugh took his Orient Express sponsored Kawasaki to the win in the other semi with a record breaking run at 5.28/141, shutting out Bob Lacey. Lacey had red-lighted, but Baugh wasn't taking any chances.

Kizer gave Baugh a win in the final when he got a bit anxious and saw the red light come on in his lane to put his MTC sponsored Kawasaki on the trailer.

In the normally aspirated division of Pro Comp, Jeff Masters took his Klotz/Wiseco/Krol Racing Kawasaki to the final win over Bruce Tweedell with a time of 5.73/121.95 to Tweedell's losing 5.82/122.78.

The Pro Eliminator battle staged between Baugh and Masters, with Baugh getting a .41 second handicap which did little to compensate for the fact that turbo charged mounts need to be in the higher rpm range before they come on strong. Baugh laid down a 5.35/141.28 to dust off Masters' losing 5.70/122.11.

The Sportsman Eliminator and ET brackets kept everyone busy with a record entry. Stock Eliminator fell to Jim Dodich who pushed his Kawasaki to a winning 7.33/86.04 ride over the Suzuki of Roger Landers which turned in a 6.47/106.

Modified Eliminator action saw Wil Kenning take his Trick Shift/Dick's Porting Honda to the division win over the Marty's Custom Cycle Sponsored Kawasaki of Martin Blades.

Darlington International Raceway in Darlington, South Carolina, is the site of the July 19-20 Sunshine Nationals. The event replaces the canceled date at Lakeland, Tennessee. •

What's green & gold and red, white & blue all over?

The Kawasaki I.S.D.T. Team!

JACK PENTON
175cc-1st qualifier

DANE LEIMBACH
125cc-1st qualifier

TED LEIMBACH
250cc-3rd qualifier

MARK HYDE
175cc-3rd qualifier

KEVIN LAVOIE
Open Class-4th qualifier

JEFF HILL
Team Coordinator

Bon Voyage Jack . . . Teddy . . . Dane.

Au Revoir Mark . . . Jeff and Kevin.

We're proud to have you carrying the red, white & blue and green to the I.S.D.T. in France this year.

From the torrents of Tulsa to the thunderheads of Tacoma you toughed out and kept Kawasaki up front.

You qualified the whole range of Kawasaki off-road competition hardware—125cc . . . 175cc . . . 250cc . . . and Open Class motorcycles against the best in the U.S. You've earned the right to take on the world!

Go get 'em guys. Keep those good times going strong. Show them what we mean when we say: ***"Si vous ne conduisez pas les Verts . . . vous allez avoir les Bleus!"***

Kawasaki

Heh, Heh, Heh